

City Council Meeting Agenda

**Date:** Monday, April 14, 2025

**Time:** 10:00 o'clock a.m.

**Location:** Council Chambers, 1<sup>st</sup> Floor, Windsor City Hall

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

**MEMBERS:**

Mayor Drew Dilkens

Ward 1 – Councillor Fred Francis

Ward 2 - Councillor Fabio Costante

Ward 3 - Councillor Renaldo Agostino

Ward 4 - Councillor Mark McKenzie

Ward 5 - Councillor Ed Sleiman

Ward 6 - Councillor Jo-Anne Gignac

Ward 7 - Councillor Angelo Marignani

Ward 8 - Councillor Gary Kaschak

Ward 9 - Councillor Kieran McKenzie

Ward 10 - Councillor Jim Morrison

## ORDER OF BUSINESS

Item #	Item Description
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1.	<b>ORDER OF BUSINESS</b>
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2.	<b>CALL TO ORDER - Playing of the National Anthem</b>
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READING OF LAND ACKNOWLEDGEMENT

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

3.	<b>DISCLOSURE OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF</b>
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4.	<b>ADOPTION OF THE MINUTES</b>
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4.1.	Adoption of the Windsor City Council minutes of its meeting held February 24, 2025 <b>(SCM 82/2025)</b>
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5.	<b>NOTICE OF PROCLAMATIONS</b>
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6.	<b>COMMITTEE OF THE WHOLE</b>
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7.	<b>COMMUNICATIONS INFORMATION PACKAGE</b> (This includes both Correspondence and Communication Reports)
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8.	<b>CONSENT AGENDA</b>
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CONSENT COMMITTEE REPORTS

8.1.	Automated Speed Enforcement Program Implementation – City wide <b>(SCM 40/2025)</b> <b>(S 2/2025)</b>
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8.2.	Zoning By-Law Amendment – Z003-25 (ZNG/7275) - Ahmad Zrabah– 1550-1576 Randolph Ave, Ward 10 <b>(SCM 72/2025) (S 8/2025)</b>
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- 8.3. Rezoning – Dr. Bhan Garg - 7100 Cantelon Drive - Z-039/24 ZNG/7252 - Ward 8  
**(SCM 73/2025) (S 10/2025)**
- 8.4. Rezoning – 2652184 Ontario Ltd - 1110 Tecumseh Road East - Z-040/24 ZNG/7258 - Ward 4  
**(SCM 74/2025) (S 16/2025)**
- 8.5. Ford City CIP Application for 980 Maisonville Avenue, Owner: Salinder Singh & Mohnish Harshendu Dave (C/O: Sital Singh Garha), Ward 5  
**(SCM 77/2025) (S 11/2025)**
- 8.6. Main Street CIP/Ford City CIP Application, 1044 Drouillard Road, Owner: 1988859 Ontario Inc. (c/o: Dawne Martens)  
**(SCM 76/2025) (S 20/2025)**
- 8.7. Report No. 57 of the International Relations Committee  
**(SCM 78/2025) (SCM 52/2025)**
- 8.8. Minutes of the International Relations Committee of its meeting held January 30, 2025  
**(SCM 79/2025) (SCM 53/2025)**
- 8.9. Minutes of the Property Standards Committee of its meeting held February 4, 2025  
**(SCM 81/2025) (SCM 60/2025)**

#### CONSENT REPORTS

- 8.10. Signing of Agreements for the Windsor Regional Employment Network  
**(C 17/2025)**
- 8.11. Confirm and Ratify Report regarding Invest Windsor Essex Budget - City Wide  
**(C 41/2025)**

### **9. REQUEST FOR DEFERRALS, REFERRALS AND/OR WITHDRAWALS**

### **10. PRESENTATIONS AND DELEGATIONS**

### **11. REGULAR BUSINESS ITEMS (Non-Consent Items)**

### **12. CONSIDERATION OF COMMITTEE REPORTS**

- 12.1. (i) Report of the Special In-Camera meeting or other Committee as may be held prior to Council (if scheduled)
- 12.2. Report No. 121 of the Board of Directors Willistead Manor Inc.  
**(SCM 43/2025)**
- 12.3. Minutes of the Committee of Management for Huron Lodge of its meeting held December 12, 2024  
**(SCM 59/2025)**

**13. BY-LAWS (First and Second Reading)**

- 13.1 **By-law 49-2025** - A BY-LAW TO AMEND BY-LAW 240-2004, BEING A BYLAW TO CLOSE, STOP UP AND CONVEY PART OF THE NORTH/SOUTH AND EAST/WEST ALLEYS WEST OF ALEXIS ROAD FROM GRAND MARAIS ROAD EAST NORTHERLY TO MONS AVENUE, REGISTERED PLAN 1140, IN THE CITY OF WINDSOR, authorized by CAO 24/2025, dated February 27, 2025.
- 13.2 **By-law 50-2025** - A BY-LAW TO ASSUME FOR SUBSEQUENT CLOSURE THE 4.27 METRE NORTH/SOUTH ALLEY NORTH OF REGINALD STREET, EAST OF ROSSINI BOULEVARD, SOUTH OF SEMINOLE STREET AND WEST OF BERNARD ROAD, CITY OF WINDSOR authorized by CR68/2025, dated February 10, 2025.
- 13.3 **By-law 51-2025** - A BY-LAW TO CLOSE, STOP UP AND CONVEY THE 4.27 METRE NORTH/SOUTH ALLEY NORTH OF REGINALD STREET, EAST OF ROSSINI BOULEVARD, SOUTH OF SEMINOLE STREET AND WEST OF BERNARD ROAD, CITY OF WINDSOR, authorized by CR68/2025, dated February 10, 2025.
- 13.4 **By-law 52-2025** - A BY-LAW TO FURTHER AMEND BY-LAW NUMBER 208-2008 CITED AS A BY-LAW TO DELEGATE TO ADMINISTRATION THE AUTHORITY TO PROCESS, MAKE DECISIONS ON, AND TO EXECUTE AGREEMENTS FOR CERTAIN MATTERS, authorized by CR89/2025, dated February 24, 2025.
- 13.5 **By-law 53-2025** - A BY-LAW TO ASSUME FOR SUBSEQUENT CLOSURE THE 4.57 METRE NORTH/SOUTH ALLEY NORTH OF LABELLE STREET, EAST OF LONGFELLOW AVENUE, SOUTH OF ALEXANDRA AVENUE AND WEST OF ALEXANDRA AVENUE, CITY OF WINDSOR, authorized by CR371/2023, dated September 5, 2023.
- 13.6 **By-law 54-2025** - A BY-LAW TO CLOSE, STOP UP AND CONVEY THE 4.57 METRE NORTH/SOUTH ALLEY NORTH OF LABELLE STREET, EAST OF LONGFELLOW AVENUE, SOUTH OF ALEXANDRA AVENUE AND WEST OF ALEXANDRA AVENUE, CITY OF WINDSOR, authorized by CR371/2023, dated September 5, 2023.
- 13.7 **By-law 55-2025** - A BY-LAW TO FURTHER AMEND BY-LAW NUMBER 8600 CITED AS THE "CITY OF WINDSOR ZONING BY-LAW", authorized by CR62/2025, dated February 10, 2025.
- 13.8 **By-law 56-2025** - A BY-LAW TO ADOPT AMENDMENT NO. 191 TO THE OFFICIAL PLAN OF THE CITY OF WINDSOR, authorized by CR99/2025, dated February 24, 2025.
- 13.9 **By-law 57-2025** - A BY-LAW TO FURTHER AMEND BY-LAW NUMBER 8600 CITED AS THE "CITY OF WINDSOR ZONING BY-LAW", authorized by CR99/2025, dated February 24, 2025.

- 13.10 **By-law 58-2025** - A BY-LAW TO FURTHER AMEND BY-LAW NUMBER 8600 CITED AS THE "CITY OF WINDSOR ZONING BY-LAW", authorized by CR63/2025, dated February 10, 2025.
- 13.11 **By-law 59-2025** - A BY-LAW TO PROVIDE THAT PART-LOT CONTROL SHALL NOT APPLY TO CERTAIN LAND THAT IS WITHIN REGISTERED PLANS 1014 AND 989 IN THE CITY OF WINDSOR, authorized by By-law 139-2013, dated August 26, 2013.
- 13.12 **By-law 60-2025** - A BY-LAW TO PROVIDE THAT PART-LOT CONTROL SHALL NOT APPLY TO CERTAIN LAND THAT IS WITHIN PLAN 12M-631 IN THE CITY OF WINDSOR, authorized by By-law 139-2013, dated August 26, 2013.
- 13.13 **By-law 61-2025** - A BY-LAW TO FURTHER AMEND BY-LAW NUMBER 8600 CITED AS THE "CITY OF WINDSOR ZONING BY-LAW", authorized by CR16/2025, dated January 13, 2025.
- 13.14 **By-law 62-2025** - A BY-LAW TO FURTHER AMEND BY-LAW 131-2011 BEING A BY-LAW RESPECTING THE LICENSING, REGULATING AND INSPECTING OF BODY-RUB PARLOURS AND THOSE ENGAGED IN THE BUSINESS OF PROVIDING BODY-RUBS, IN BODY-RUB PARLOURS, authorized by B3/2025, dated January 13, 2025.
- 13.15 **By-law 63-2025** A BY-LAW TO FURTHER AMEND BY-LAW 395-2004 BEING A BY-LAW RESPECTING THE LICENSING AND REGULATION OF VARIOUS BUSINESSES IN THE CITY OF WINDSOR, authorized by B3/2025, dated January 13, 2025.
- 13.16 **By-law 64-2025** - A BY-LAW TO AMEND DESIGNATION BY-LAW NUMBER 281-2003, BEING A BY-LAW TO DESIGNATE THE LANDS AND PREMISES SITUATE WITHIN THE CITY OF WINDSOR, KNOWN AS ROSELAND GOLF COURSE, 455 KENNEDY DRIVE WEST, TO BE OF ARCHITECTURAL AND/OR HISTORIC VALUE OR INTEREST UNDER THE PROVISIONS OF THE ONTARIO HERITAGE ACT, R.S.O. 1990, CHAPTER O.18, AS AMENDED, authorized by CR67-2025, dated February 10, 2025.
- 13.17 **By-law 65-2025** - A BY-LAW TO FURTHER AMEND BY-LAW NUMBER 8600 CITED AS THE "CITY OF WINDSOR ZONING BY-LAW", authorized by CR64/2025, dated February 10, 2025.
- 13.18 **By-law 66-2025** - A BY-LAW TO FURTHER AMEND BY-LAW NUMBER 8600 CITED AS THE "CITY OF WINDSOR ZONING BY-LAW", authorized by CR65/2025, dated February 10, 2025.
- 13.19 **By-law 67-2025** - A BY-LAW TO ASSUME FOR SUBSEQUENT CLOSURE THE 20.12 METRE PORTION OF THE PALL MALL STREET RIGHT-OF-WAY NEXT EAST OF VIRGINIA PARK AVENUE, CITY OF WINDSOR, authorized by CR459/2022, dated November 9, 2022.

- 13.20 **By-law 68-2025** - A BY-LAW TO CLOSE, STOP UP AND CONVEY THE 20.12 METRE PORTION OF THE PALL MALL STREET RIGHT-OF-WAY NEXT EAST OF VIRGINIA PARK AVENUE, CITY OF WINDSOR, authorized by CR459/2022, dated November 9, 2022.
- 13.21 **By-law 69-2025** - A BY-LAW TO ASSUME FOR SUBSEQUENT CLOSURE THE ALLEY SYSTEM NORTH OF FRANKLIN STREET, EAST OF TOURANGEAU ROAD, AND WEST OF ROSSINI BOULEVARD, CITY OF WINDSOR, authorized by CR305/2021, dated July 5, 2021, and CR49/2023, dated January 30, 2023.
- 13.22 **By-law 70-2025** - A BY-LAW TO CLOSE, STOP UP AND CONVEY THE ALLEY SYSTEM NORTH OF FRANKLIN STREET, EAST OF TOURANGEAU ROAD, AND WEST OF ROSSINI BOULEVARD, CITY OF WINDSOR, authorized by CR305/2021, dated July 5, 2021, and CR49/2023, dated January 30, 2023.
- 13.23 **By-law 71-2025** - A BY-LAW TO A BY-LAW TO FURTHER AMEND BY-LAW 9023 BEING A BY-LAW TO REGULATE VEHICULAR PARKING WITHIN THE LIMITS OF THE CITY OF WINDSOR ON MUNICIPAL STREETS, MUNICIPAL PARKING LOTS AND PRIVATE PROPERTIES, authorized by B20/2025 and B22/2025, dated January 27, 2025.
- 13.24 **By-law 72-2025** - A BY-LAW TO CONFIRM PROCEEDINGS OF THE COUNCIL OF THE CORPORATION OF THE CITY OF WINDSOR AT ITS MEETING HELD ON THE 14<sup>TH</sup> DAY OF APRIL, 2025.
14. **MOVE BACK INTO FORMAL SESSION**

## 15. NOTICES OF MOTION

15.1. Moved by: Councillor Kieran McKenzie

Seconded by: \_\_\_\_\_

WHEREAS the City of Windsor recognizes the importance of international trade to the local economy, with thousands of jobs directly tied to industries such as automotive manufacturing, agriculture, and steel production; and,

WHEREAS Windsor is a cornerstone of Canada's automotive sector, home to major manufacturing plants, auto parts suppliers, and a highly skilled workforce whose livelihoods depend on an integrated North American supply chain; and,

WHEREAS the deeply interconnected economies of Canada and the United States have fostered a mutually beneficial relationship, with bilateral trade supporting millions of jobs, driving innovation, and ensuring the competitiveness of industries like automotive manufacturing on both sides of the border; and,

WHEREAS the imposition of tariffs by the United States on Canadian goods, including steel, aluminum, and other products, poses a significant threat to the automotive industry, jeopardizing jobs not only in Windsor but also in Detroit and other manufacturing hubs in both countries; and,

WHEREAS retaliatory tariffs and trade barriers undermine decades of economic cooperation, destabilizing businesses and creating unnecessary hardship for workers whose jobs rely on cross-border supply chains, joint ventures, and market stability; and,

WHEREAS Windsor's economy relies heavily on cross-border trade, with the Ambassador Bridge and the soon to be operational Gordie Howe International Bridge serving as critical conduits for the flow of goods, services, and commerce, including the transport of automotive parts essential to just-in-time manufacturing systems; and,

WHEREAS both Canada and the United States have invested massive amounts of capital dollars in cross border infrastructure with the express purpose of strengthening the bi-lateral trade relationship between Canada and the United States; and therefore,

BE IT RESOLVED THAT the City of Windsor formally **OPPOSES** the imposition of destructive and unwarranted tariffs by the United States on Canadian goods and calls upon the federal and provincial governments to continue advocating for free and fair trade; and,

BE IT FURTHER RESOLVED THAT the City of Windsor **URGES** both the Canadian and United States governments to engage in constructive dialogue to resolve trade disputes and strengthen bilateral trade relationships, with a particular focus on protecting the automotive sector and its workers; and,

BE IT FURTHER RESOLVED THAT the City of Windsor **ENDORSE** the federal and provincial call for a 'Buy Canadian' policy for all municipal procurement processes, prioritizing Canadian-made goods and services wherever feasible to support local and domestic businesses and workers; and,

BE IT FURTHER RESOLVED THAT the City of Windsor **CALLS UPON** both the federal and provincial governments to remove any impediments to municipalities preferring Canadian companies in the context of municipal procurement; and,

BE IT FURTHER RESOLVED THAT this resolution **BE FORWARDED** to the Prime Minister of Canada, the Premier of Ontario, the County of Essex, local Members of Parliament and Members of Provincial Parliament, the United States Ambassador to Canada, and the Mayor and Council of the City of Detroit; the Governor of the State of Michigan and both United States Senators for the State of Michigan; and,

BE IT FINALLY RESOLVED THAT the City of Windsor **REAFFIRMS** its commitment to fostering economic prosperity through collaboration, trade, and cross-border partnerships.

**16. THIRD AND FINAL READING OF THE BY-LAWS**

By-law 49-2025 through 72-2025 inclusive

**17. PETITIONS**

**18. QUESTION PERIOD**

**19. STATEMENTS BY MEMBERS**

**20. UPCOMING MEETINGS**

Development & Heritage Standing Committee  
Monday, April 7, 2025  
4:30 p.m., Council Chambers

Active Transportation Expert Panel  
Thursday, April 10, 2025  
3:00 p.m., 1266 McDougall Public Works Boardroom



City Council Meeting  
Monday, April 28, 2025  
10:00 a.m., Council Chambers

**21. ADJOURNMENT**

**Item No. 4.1**



**Committee Matters: SCM 82/2025**

**Subject: Adoption of the Windsor City Council minutes of its meeting held February 24, 2025**



## CITY OF WINDSOR MINUTES 02/24/2025

### City Council Meeting

Date: Monday, February 24, 2025

Time: 10:00 o'clock a.m.

#### **Members Present:**

Mayor Drew Dilkens

#### **Councillors**

Ward 1 – Councillor Fred Francis

Ward 2 – Councillor Fabio Costante

Ward 3 – Councillor Renaldo Agostino

Ward 4 – Councillor Mark McKenzie

Ward 5 – Councillor Ed Sleiman

Ward 6 – Councillor Jo-Anne Gignac

Ward 7 – Councillor Angelo Marignani

Ward 8 – Councillor Gary Kaschak

Ward 9 – Councillor Kieran McKenzie

Ward 10 – Councillor Jim Morrison

# Minutes

## City Council

Monday, February 24, 2025

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### 1. ORDER OF BUSINESS

### 2. CALL TO ORDER

Following the playing of the Canadian National Anthem and reading of the Land Acknowledgement, the Mayor calls the meeting to order at 10:00 o'clock a.m.

### 3. DISCLOSURE OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

None disclosed.

### 4. ADOPTION OF THE MINUTES

#### 4.1. Adoption of the Windsor City Council minutes of its meeting held February 21, 2025

Moved by: Councillor Jo-Anne Gignac  
Seconded by: Councillor Gary Kaschak

That the minutes of the Special Meeting of Council held February 10, 2025, **BE ADOPTED** as presented.  
Carried.

Report Number: SCM 63/2025

#### 4.2. Adoption of the Windsor City Council Special meeting minutes held February 21, 2025.

Moved by: Councillor Jo-Anne Gignac  
Seconded by: Councillor Gary Kaschak

That the minutes of the special Meeting of Council held February 21, 2025, **BE ADOPTED** as presented.  
Carried.

Report Number: SCM 64/2025

### 6. COMMITTEE OF THE WHOLE

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

That Council do now rise and move into Committee of the Whole with the Mayor presiding for the purpose of dealing with:

- (a) communication items;
- (b) consent agenda;
- (c) hearing requests for deferrals, referrals and/or withdrawals of any items of business;
- (d) hearing presentations and delegations;
- (e) consideration of business items;
- (f) consideration of Committee reports:
- (g) Report of Special In-Camera Meeting or other Committee as may be held prior to Council (if scheduled); and
- (h) consideration of by-laws 30-2025 through 48-2025 (inclusive)

Carried.

**7. COMMUNICATIONS INFORMATION PACKAGE (This includes both Correspondence and Communication Reports)**

**7.1. Correspondence for Monday, February 24, 2025**

Moved by: Councillor Mark McKenzie  
 Seconded by: Councillor Jim Morrison

Decision Number: CR105 /2025

That the following Communication Item 7.1.2 as set forth in the Council Agenda **BE REFERRED** as noted; and that Item 7.1.1 be dealt with as follows:

No.	Sender	Subject
7.1.1	Association of Municipalities of Ontario (AMO)	Policy Update – Action on Tariffs and Trade Commissioner, Economic Development Commissioner, Finance & City Treasurer GM2025 Note & File
7.1.2	Committee of Adjustment	Applications to be heard by the Committee of Adjustment/Consent Authority, Thursday, February 27, 2025 Z2025 Note & File

Carried.

Report Number: CMC 4/2025

**7.1.1..Policy Update – Action on Tariffs and Trade**

Moved by: Councillor Kieran McKenzie  
 Seconded by: Councillor Gary Kaschak

Decision Number: CR86/2025

# Minutes

## City Council

Monday, February 24, 2025

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That the correspondence from the Association of Municipalities of Ontario (AMO) regarding Policy Update—Action on Tariffs and trade dated February 11, 2025, **BE RECEIVED**; and,

That Administration **BE DIRECTED** to report back on the impact that the potential implementation of bilateral tariffs between the United States and Canada may have, and to assess the risks along with any opportunities that exist within that context; and that the issue of inter-provincial tariffs **BE RECEIVED** as well.

Carried.

Report Number: GM2025

### 7.2. 2024 Status Report regarding City's response to Cannabis Retail Store Applications provided to AGCO – City Wide

Moved by: Councillor Mark McKenzie

Seconded by: Councillor Jim Morrison

Decision Number: CR87/2025

That the report of the Chief Administrative Officer dated January 13, 2025, regarding the City's response to Cannabis Retail Store Applications provided to the Alcohol and Gaming Commission of Ontario (AGCO) for 2024 **BE RECEIVED** for information.

Carried.

Report Number: C 10/2025

Clerk's File: GP/13047

## 8. CONSENT AGENDA

### 8.1. Broadway Multi-Use Trail - Matchett to Ojibway Parkway; Legal Agreement with Ontario Ministry of Transportation - Ward 1

Moved by: Councillor Ed Sleiman

Seconded by: Councillor Renaldo Agostino

Decision Number: CR88/2025

That the Chief Administrative Officer and the City Clerk **BE AUTHORIZED** to sign an ownership & maintenance Agreement with the Ministry of Transportation (MTO), satisfactory in form to the City Solicitor, in technical content to the City Engineer, and in financial content to the City Treasurer.

Carried.

Report Number: C 33/2025

Clerk's File: MT/13478

# Minutes

## City Council

Monday, February 24, 2025

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### 8.2. Amendment to Disposal of Land Policy – City Wide

Moved by: Councillor Ed Sleiman

Seconded by: Councillor Renaldo Agostino

Decision Number: CR89/2025

- I. That Council **APPROVE** the amendment of By-law 52-2014, by deleting Schedule “A” The Corporation of the City of Windsor Disposal of Land Policy and substituting therefor Schedule “A” attached hereto as Appendix “A”, as amended to further include the municipal addresses of abutting properties where the address of the subject property is “0” or does not have an assigned address.
- II. That Council **APPROVE** the amendment of By-law 208-2008 by deleting Schedule “A-1” of By-law 208-2008 and substituting therefor Schedule “A-1” attached hereto as Appendix “B”.
- III. That Council **AUTHORIZE** the Manager or Real Estate Services to sign any Non-Disclosure Agreements required in connection with real estate negotiations for the purpose of obtaining studies, appraisals, assessments and similar information; and,

Carried.

Report Number: C 34/2025

Clerk’s File: APM2025

### 8.3. Delegation of Authority Semi-Annual Report for Period July 1, 2024-December 31, 2024 (City Wide)

Moved by: Councillor Ed Sleiman

Seconded by: Councillor Renaldo Agostino

Decision Number: CR90/2025

That the Delegation of Authority Summary Report for the period of July 1, 2024 through December 31, 2024 **BE RECEIVED** for information; and further,

That City Council **APPROVE** an amendment to the Delegation of Authority By-law 208-2008 by replacing Section 3.14 regarding “Ice Rentals in municipal arenas and requests for the lease of advertising on Zamboni ice resurfacing machines where written agreements are necessary” with “Requests for the rental of ice in municipal arenas where written agreements are necessary”; and further,

That City Council **APPROVE** the addition of a new item to the Delegation of Authority By-law 208-2008 that authorizes the Chief Administrative Officer to approve the execution of agreements related to advertising where the City receives revenue; and further,.

That City Council **APPROVE** an amendment to the Delegation of Authority By-law 208-2008 Section 3.25 regarding Grant Applications submitted by the City for existing approved programs to include the following:

“In cases where grant application criteria change substantially from what had previously been communicated through CAO or Council Report, Administration will seek additional approvals to confirm continued application”; and

That City Council **AUTHORIZE** the City Solicitor to amend the Delegation of Authority By-law 208-2008 to reflect the changes as outlined in the recommendation section of this report.  
Carried.

Report Number: C 35/2025  
Clerk's File: AS/7748

#### **8.4. Minutes of the Active Transportation Expert Panel of its meeting held October 28, 2024**

Moved by: Councillor Ed Sleiman  
Seconded by: Councillor Renaldo Agostino

Decision Number: CR91/2025 ETPS 1039  
That the minutes of the Active Transportation Expert Panel meeting held October 28, 2024, **BE RECEIVED**.  
Carried.

Report Number: SCM 36/2025 & SCM 390/2024  
Clerk's File: ACO2025

#### **8.5. 2024 Annual Report of the Active Transportation Expert Panel**

Moved by: Councillor Ed Sleiman  
Seconded by: Councillor Renaldo Agostino

Decision Number: CR92/2025 ETPS 1040  
That the 2024 Annual Report of the Active Transportation Expert Panel **BE APPROVED**.  
Carried.

Report Number: SCM 1/2025 & SCM 37/2025  
Clerk's File: ACO2025

#### **8.6. 2024 Annual Report of the Environment & Climate Change Advisory Committee**

Moved by: Councillor Ed Sleiman



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Seconded by: Councillor Renaldo Agostino

Decision Number: CR93/2025 ETPS 1041

That the 2024 Annual Report of the Environment & Climate Change Advisory Committee **BE APPROVED**.

Carried.

Report Number: SCM 2/2025 & SCM 38/2025

Clerk's File: ACO2025

### **8.8. Banner Policy Implementation- City Wide**

Moved by: Councillor Ed Sleiman

Seconded by: Councillor Renaldo Agostino

Decision Number: CR95/2025 ETPS 1044

That Council **APPROVE** the attached Banner Policy Implementation.

Carried.

Report Number: S 4/2025 & SCM 41/2025

Clerk's File: APR2025

### **8.9. Way Finding Signs for "Place of Worship" - City Wide**

Moved by: Councillor Ed Sleiman

Seconded by: Councillor Renaldo Agostino

Decision Number: CR96/2025 ETPS 1045

That the report of the Senior Manager of Traffic Operations dated December 19, 2024, entitled "Way Finding Signs for "Place of Worship" - City Wide" an amendment to the Trailblazing and Identification Signs Policy **BE RECEIVED** by Council for information.

Carried.

Report Number: S 178/2024 & SCM 42/2025

Clerk's File: SW2025

### **8.10. Additional Information Memo for Report No. S 122/2023; Official Plan Amendment and Zoning By-law Amendment, southwest corner of Wyandotte St. E. by Florence Ave.; Applicant: Ganatchio Gardens Inc.; File Nos. OPA 162 [OPA/6731] and Z-026/22 [ZNG/6730]; Ward 7**

Moved by: Councillor Ed Sleiman

Seconded by: Councillor Renaldo Agostino

Decision Number: CR97/2025

That the request by Ganatchio Gardens Inc. to withdraw the application submitted under City Planner's Report No. S 122/2023, **BE RECEIVED**, and

That Administration **BE DIRECTED** to close the file(s) pertaining to the subject application.  
Carried.

Report Number: S 122/2023, SCM 44/2025 & AI 2/2025  
Clerk's File: Z/14606 & Z/14602

**8.11. OPA & Rezoning – Rock Developments East Windsor Inc. – Catherine Street - OPA 192 OPA/7265 Z-042/24 ZNG/7264 - Ward 8**

Moved by: Councillor Ed Sleiman  
Seconded by: Councillor Renaldo Agostino

Decision Number: CR98/2025 DHSC 698

1. That Schedule "A" of Volume I: The Primary Plan of the City of Windsor Official Plan **BE AMENDED** by designating Part of Lots 119, 120, 121 & 122, Concession 1, designated as Parts 7, 8, 13, 14 and Part of Part 15, all on Plan 12R-26172 (known municipally as 6412 & 6560 Tecumseh Road East, 0 Catherine Street; Roll No. 070-680-00700, 070-680-00900, 070-680-01110, 070-680-01510), situated on the north side of Catherine Street between Jefferson Boulevard and Lauzon Parkway, as a Special Policy Area.

2. That Chapter 1 in Volume II: Secondary Plans and Special Policy Areas of the City of Windsor Official Plan **BE AMENDED** by adding a new Special Policy Area as follows:

**1.X CATHERINE STREET**

<i>LOCATION</i>	1.X.1	The property described as Part of Lots 119, 120, 121 & 122, Concession 1, designated as Parts 7, 8, 13, 14 and Part of Part 15, all on Plan 12R-26172, situated on the north side of future Catherine Street between Jefferson Boulevard and Lauzon Parkway, is designated on Schedule A: Planning Districts and Policy Areas in Volume I - The Primary Plan.
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<i>ADDITIONAL PERMITTED MAIN USES</i>	1.X.2	Notwithstanding the designation of these lands as "Business Park" on Schedule FGN-2: Land Use Plan in the Forest Glade North Planning Area in Volume II – Secondary Plans and Special Policy Area, commercial uses shall be additional permitted main uses save and except for a child care centre and tourist home.
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3. That Zoning By-law 8600 **BE AMENDED** by changing the zoning of Part of Lots 119, 120, 121 & 122, Concession 1, designated as Parts 7, 8, 13, 14 and Part of Part 15, all on Plan 12R-26172

(known municipally as 6412 & 6560 Tecumseh Road East, 0 Catherine Street; Roll No. 070-680-00700, 070-680-00900, 070-680-01110, 070-680-01510), situated on the north side of Catherine Street between Jefferson Boulevard and Lauzon Parkway from HMD1.4 to CD2.1 and by adding a site specific exception to Section 20(1) as follows:

523. **NORTH SIDE OF CATHERINE STREET BETWEEN JEFFERSON BOULEVARD AND LAUZON PARKWAY**

For the lands consisting of Part of Lots 119, 120, 121 & 122, Concession 1, designated as Parts 7, 8, 13, 14 and Part of Part 15, all on Plan 12R-26172, the following additional provisions shall apply:

a) Additional Permitted *Main Uses*:

*Ambulance Service*

*Food Catering Service*

*Food Packaging Facility*

*Manufacturing Facility*

*Medical Appliance Facility*

*Research and Development Facility*

*Stormwater Management Facility*

*Warehouse*

b) Prohibited Uses:

*Child Care Centre*

*Tourist Home*

(ZDM 10,11; ZNG/7264)

4. That, when Site Plan Control is applicable:

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

1) Those documents submitted in support of the applications for amendments to the Official Plan and Zoning By-law 8600 **BE UPDATED** to reflect the site plan for which approval is being sought, and any comments from municipal departments and external agencies.

2) For any building located with 75 metres of a rail corridor, **SUBMISSION** of a Vibration Study to the satisfaction of the City Planner.

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

1) Any vibration control measures identified in a Vibration Study, subject to the approval of the Site Plan Approval Officer.

2) Requirements of the City of Windsor – Development Engineering and City of Windsor – Transportation Planning contained in Appendix D of Report S 1/2025, and in the

approved Forest Glade North Municipal Class Environmental Assessment, subject to the approval of the City Engineer.

- 3) Submission of a clearance letter or permit from the Ministry of Environment, Conservation, and Parks confirming compliance with the *Endangered Species Act* to the satisfaction of the City Planner.
- 4) Subject to revisions required by the City of Windsor, the Ministry of Environment, Conservation and Parks, or other external agency, mitigation measures identified in Sections 5.0 through 8.0 of the Environmental Evaluation Report (EER) prepared by Insight Environmental Solutions Inc. and dated January 10, 2025, and in Sections 6.0 & 7.0 of the Species at Risk Impact Assessment prepared by Insight Environmental Solutions Inc. and dated January 10, 2025, subject to the approval of the City Planner.
- 5) Further to Section 6.0 in the Stage 2 Archaeological Assessment prepared by AS&G Archaeological Consulting Inc. and dated August 22, 2024, written confirmation from the Ministry of Citizenship and Multiculturalism confirming acceptance of the report in the Ontario Public Register of Archaeological Reports to the satisfaction of the City Planner and submission of GIS Shapefiles of the Study Area to the City of Windsor Heritage Planner.

- C. The Site Plan Approval Officer **CONSIDER** all other comments contained in Appendix D of Report S 1/2025, and all recommendations in the documents submitted in support of the applications for amendments to the Official Plan and Zoning By-law 8600.

Carried.

Report Number: S 1/2025 & SCM 45/2025  
Clerk's File: Z/14911 & Z/14912

## **8.12. Official Plan Amendment and Zoning By-law Amendment Applications for the property known as 0 North Service Road; Applicant: Dardevco Inc.; File Nos. OPA 191 [OPA/7261] and Z-029/24 [ZNG/7233]; Ward 8**

Moved by: Councillor Ed Sleiman

Seconded by: Councillor Renaldo Agostino

Decision Number: CR99/2025 DHSC 699

I. That the City of Windsor Official Plan, Volume II, Part 1 – Special Policy Areas, **BE AMENDED** by adding site specific policies as follows:

### **1.X WEST SIDE OF NORTH SERVICE ROAD EAST, BETWEEN JEFFERSON BOULEVARD AND CLEMENCEAU BOULEVARD**

1.X.1 The property described as Lot 205, Registered Plan 1153, [PIN 01562-0241 LT] located on the west side of North Service Road East, between Jefferson Boulevard and Clemenceau boulevard, is designated on Schedule A: Planning Districts and Policy Areas in Volume I – The Primary Plan.

1.X.2 Notwithstanding the policy in section 7.3.2.3 of the Official Plan, Volume I, a new development for self-storage facility shall be permitted on the property described as Lot 205, Registered Plan 1153, [PIN 01562-0241 LT] without municipal sanitary sewer and water infrastructure available to service the subject land, provided the self-storage facility has no office space, washroom/toilet, and no space(s) requiring municipal sanitary sewer and/or water service.

II. That Zoning By-law 8600 **BE AMENDED** for the land located on the west side of North Service Road East, between Jefferson Boulevard and Clemenceau boulevard, described as Lot 205, Registered Plan 1153, [PIN 01562-0241 LT], by adding the following site-specific zoning provision to Section 20(1);

**“524. WEST SIDE OF NORTH SERVICE ROAD EAST, BETWEEN JEFFERSON BOULEVARD AND CLEMENCEAU BOULEVARD**

For the lands comprising Lot 205, Registered Plan 1153, [PIN 01562-0241 LT], a *Self-storage facility* shall be an additional permitted use, and the following provisions shall not apply:

- a) Section 5.2.10 – with respect to availability of municipal sanitary sewer and municipal water service, provided the *self-storage facility* has no office space, washroom/toilet, and no space(s) requiring municipal sanitary sewer and/or water service;
- b) Sections 5.67.1 & 5.67.3.
- c) Sections 24.26.5 & 24.40.20.3.

[ZDM 11 & 15; ZNG/7233]”

III. That the holding zone provisions **SHALL APPLY** to the subject land described as Lot 205, Registered Plan 1153, [PIN 01562-0241 LT], save and except the use of the subject land for a self-storage facility that does not require sanitary sewer and water service.

IV. That the H symbol **MAY BE REMOVED** when the applicable holding conditions in Section 95.10 of By-law 8600 have been satisfied.

V. That the Site Plan Approval Officer **BE DIRECTED** to consider the comments in Appendix C attached to this report, and incorporate the items in paragraph (a) below in the Site Plan Agreement, along with other relevant requirements identified in the Site Plan Control approval process for the proposed development on the subject land:

- a) The Site Plan Control Agreement shall incorporate the following:
  - *SIDEWALKS* – The Owner shall pay, prior to the issuance of a Building Permit, the sum of \$7,606.00 as contribution towards the future construction of a concrete sidewalk on the North Service Road East frontage of the subject land.
  - *STREET LIGHTING* - The Owner shall pay, prior to the issuance of a Building Permit, a sum to be determined by traffic operations towards the future construction and installation of streetlighting including all poles, wiring, fixtures, and conduits with design, location and

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specifications satisfactory to the City Engineer and EnWin Utilities Ltd. Should the decorative poles be requested, the owner shall provide extra poles and/or funds in accordance with Council Resolution 743/2000.

Carried.

Report Number: S 5/2025 & SCM 46/2025  
Clerk's File: Z/14913 & Z/14865

### **8.13. Minutes of the International Relations Committee of its meeting held December 11, 2024**

Moved by: Councillor Ed Sleiman  
Seconded by: Councillor Renaldo Agostino

Decision Number: CR100/2025 DHSC 700  
That the minutes of the International Relations Committee of its meeting held December 11, 2024, **BE RECEIVED**.  
Carried.

Report Number: SCM 23/2025 & SCM 47/2025  
Clerk's File: MB2025

### **8.14. Minutes of the Property Standards Committee of its meeting held November 7, 2024**

Moved by: Councillor Ed Sleiman  
Seconded by: Councillor Renaldo Agostino

Decision Number: CR101/2025 DHSC 701  
That the minutes of the Property Standards Committee of its meeting held November 7, 2024, **BE RECEIVED**.  
Carried.

Report Number: SCM 24/2025 & SCM 48/2025  
Clerk's File: ACO2025

## **9. REQUEST FOR DEFERRALS, REFERRALS AND/OR WITHDRAWALS**

None requested.

## **10. PRESENTATIONS AND DELEGATIONS**

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### 11.1. Auditor General Status Update Report 2025

#### Christopher O'Connor, The Corporation of the City of Windsor's Auditor General

Christopher O'Connor, The Corporation of the City of Windsor's Auditor General appears before Council regarding the report entitled "Auditor General Status Update Report 2025" and provides an overview of the key points to the updates to professional standards, specifically the Auditor General Charter; The Essential Elements of Governance are key components used to ensure that expectations and accountability standards are met; there will be formal status reporting and recommendations provided; The Hotline call volume continues to grow, nearly every call turns into an investigation; the nature of the inbound communications and evidence provided to support the claims has taken up a lot of time to complete investigations; the Management Action Plan monitors management to determine how well they are able to close the open findings; any new recommendations that are made within the last 12 months; and concludes by outlining the BIA report findings that are all essentially the same and finding value in reporting redundant information needs to be evaluated.

Moved by: Councillor Kieran McKenzie

Seconded by: Councillor Angelo Marignani

Decision Number: CR102/2025

- I. That the report from the Office of the Municipal Auditor General dated January 31, 2025, titled "Office of the Auditor Guiding Practices" attached as Appendix A **BE RECEIVED** for information, and further;
- II. That the Auditor General Charter **BE AMENDED** as outlined in Appendix A
- III. That the report from the Office of the Municipal Auditor General dated February 4, 2025, titled "Jan 31, 2025, Auditor General Work Plan Status" attached as Appendix B **BE RECEIVED** for information, and further;
- IV. That City Council **DIRECT** the Office of the Auditor General research publicly available materials related to other municipal Auditor General Office's considering:
  - i. Independence practices
  - ii. Professional standards alignment
  - iii. Budget
  - iv. Reporting structures, and further
- V. That the Office of the Auditor General **REPORT BACK** to City Council with a summary report of the research findings, options analysis and recommendations; and further,
- VI. That the report from the Office of the Municipal Auditor General dated February 4, 2025, titled "2025 Auditor General Work Plan" attached as Appendix C **BE RECEIVED** for information and **BE APPROVED** as presented; and further,

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VII. That Administration **BE DIRECTED** to report back to Council on a framework, terms of reference, and costs associated with the creation of an audit Committee of Council, in consultation with appropriate stakeholders including the Auditor General.

Carried.

Report Number: SCM 58/2025  
Clerk's File: MH2025

## 11. REGULAR BUSINESS ITEMS (Non-Consent Items)

### 11.2. Canada Housing Infrastructure Fund – Citywide

Moved by: Councillor Kieran McKenzie

Seconded by: Councillor Gary Kaschak

Decision Number: CR103/2025

- I. That City Council **AUTHORIZE** the CAO to submit application(s) to the Canada Housing Infrastructure Fund – Direct Delivery Stream, subject to all documentation being satisfactory in form for the City Solicitor, in technical content to the Commissioner of Economic Development and the City Engineer, and in financial content to the City Treasurer, or their designates; and,
- II. That the results of the City's application(s) to the Canada Housing Infrastructure Fund – Direct Stream **BE COMMUNICATED** to City Council, and if successful, such report to include a financing strategy to secure the necessary matching funds to carry out the proposed project work.

Carried.

Councillor Mark McKenzie voting nay

Report Number: C 155/2024  
Clerk's File: GH/14271

### 8.7. 2024 Annual Report of the Transit Windsor Working Group

Moved by: Councillor Ed Sleiman

Seconded by: Councillor Renaldo Agostino

Decision Number: CR94/2025 ETPS 1042

That the 2024 Annual Report of the Transit Windsor Working Group **BE RECEIVED**, noting the submission was prepared by Administration as the working group only had one meeting in 2024.

Carried.



## **12. CONSIDERATION OF COMMITTEE REPORTS**

### **12.2. Report No. 56 of the International Relations Committee**

Moved by: Councillor Jo-Anne Gignac  
Seconded by: Councillor Gary Kaschak

Decision Number: CR81/2025

That Report No. 56 of the International Relations Committee indicating:

That the invitation from Mayor Zuk to Mayor Dilkens for a delegation to visit Lublin, Poland in June 2025 along with two (2) representatives from Windsor BE ACCEPTED; and,

That due to time restraints, that this request CIRCUMVENT the Development and Heritage Standing Committee and proceed directly to City Council for approval; and,

That an expenditure in the upset amount of \$10,000 BE APPROVED to cover the cost of flights, gift exchange and any other incidentals.

**BE APPROVED.**

Carried.

Report Number: SCM 51/2025  
Clerk's File: MB2025

### **12.3. Report of the Special Meeting of Council – In-Camera of its meeting held February 10, 2025**

Moved by: Councillor Jo-Anne Gignac  
Seconded by: Councillor Gary Kaschak

Decision Number: CR82/2025

That the report of the Special In-Camera meeting held February 10, 2025, **BE ADOPTED** as presented.

Carried.

Report Number: SCM 65/2025  
Clerk's File: ACO2025

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### **12.4. Report of the In-Camera Striking Committee of its meeting held February 10, 2025**

Moved by: Councillor Jo-Anne Gignac  
Seconded by: Councillor Gary Kaschak

Decision Number: CR83/2025

That the report of the In- Camera Striking Committee of its meeting held February 10, 2025, **BE ADOPTED** as presented.

Carried.

Report Number: SCM 66/2025  
Clerk's File: ACO2025

### **12.5. Report of the Striking Committee of its meeting held February 10, 2025**

Moved by: Councillor Jo-Anne Gignac  
Seconded by: Councillor Gary Kaschak

Decision Number: CR84/2025

That the report of the Striking Committee of its meeting held February 10, 2025, **BE ADOPTED** as presented.

Carried.

Report Number: SCM 67/2025  
Clerk's File: ACO2025

### **12.6. Report of the Special meeting of the Environment, Transportation and Public Safety Standing Committee - Sitting as the Transit Windsor Board of Directors - In-camera - of its meeting held February 10, 2025**

Moved by: Councillor Jo-Anne Gignac  
Seconded by: Councillor Gary Kaschak

Decision Number: CR85/2025

That the report of the Special In-Camera meeting of the Environment, Transportation & Public Safety Standing Committee meeting Sitting as Transit Windsor Board Of Directors Held February 10, 2025, Be Adopted As Presented.

Carried.

Report Number: SCM 68/2025  
Clerk's File: ACO2025

### **13. BY-LAWS (First and Second Reading)**

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

That the following By-laws No. 30-2025 through 48-2025 (inclusive) be introduced and read a first and second time:

**13.1 By-law 30-2025** - A BY-LAW TO ASSUME FOR SUBSEQUENT CLOSURE THE 5.59 METRE EAST/WEST ALLEY EAST OF ALEXIS ROAD, SOUTH OF TECUMSEH ROAD EAST AND WEST OF CHANDLER ROAD, CITY OF WINDSOR, authorized by CR466/2024, dated October 28, 2024.

**13.2 By-law 31-2025** - A BY-LAW TO CLOSE, STOP UP AND CONVEY THE 5.59 METRE EAST/WEST ALLEY EAST OF ALEXIS ROAD, SOUTH OF TECUMSEH ROAD EAST AND WEST OF CHANDLER ROAD, CITY OF WINDSOR, authorized by CR466/2024, dated October 28, 2024.

**13.3 By-law 32-2025** - A BY-LAW TO AMEND BY-LAW NUMBER 58-1999, BEING A BY-LAW TO CLOSE, STOP UP AND CONVEY THE NORTH/SOUTH ALLEY BETWEEN BRUCE AND SOUTH CAMERON, NORTH OF NORTHWOOD (formerly Pall Mall), AND THE NORTH/SOUTH AND EAST/WEST ALLEYS BETWEEN BRUCE AND CHURCH FROM PICADILLY TO NORTHWOOD (formerly Pall Mall), IN THE CITY OF WINDSOR, authorized by CAO 278/2024, dated January 28, 2025.

**13.4 By-law 33-2025** - A BY-LAW TO AMEND BY-LAW NUMBER 133-2018 BEING A BY-LAW TO ESTABLISH A MUNICIPAL ACCOMMODATION TAX IN THE CITY OF WINDSOR, authorized by B8/2025, dated January 27, 2025.

**13.5 By-law 34-2025** - A BY-LAW TO AMEND BY-LAW NO. 2667, BEING A BY-LAW TO AUTHORIZE THE SALE OF THAT PORTION OF THE ALLEY SHOWN ON R.P. 1173, LYING BETWEEN THE EASTERLY LIMIT OF THE SAID PLAN AND THE EASTERLY LIMITS OF LOTS 7 TO 17 INCLUSIVE, BOUNDED ON THE SOUTH BY THE NORTHERLY LIMIT OF ONTARIO STREET AND ON THE NORTH BY THE EASTERLY PRODUCTION OF THE NORTHERLY LIMIT OF SAID LOT 7, IN THE CITY OF WINDSOR, authorized by CAO 285/2024, dated January 22, 2025.

**13.6 By-law 35-2025** - A BY-LAW TO ASSUME FOR SUBSEQUENT CLOSURE THE 5.48 METRE NORTH/SOUTH ALLEY NORTH OF LAFORET STREET, EAST OF BABY STREET, CITY OF WINDSOR, authorized by CR373/2023, dated September 5, 2023.

**13.7 By-law 36-2025** - A BY-LAW TO CLOSE, STOP UP AND CONVEY THE 5.48 METRE NORTH/SOUTH ALLEY NORTH OF LAFORET STREET, EAST OF BABY STREET, CITY OF WINDSOR, authorized by CR373/2023, dated September 5, 2023.

13.8 **By-law 37-2025** - A BY-LAW TO ADOPT AMENDMENT NO. 192 TO THE OFFICIAL PLAN OF THE CITY OF WINDSOR, see Item 8.11.

13.9 **By-law 38-2025** - A BY-LAW TO FURTHER AMEND BY-LAW NUMBER 8600 CITED AS THE "CITY OF WINDSOR ZONING BY-LAW", see Item 8.11.

13.10 **By-law 39-2025** - A BY-LAW TO ASSUME FOR SUBSEQUENT CLOSURE THE 4.27 METRE NORTH/SOUTH ALLEY NORTH OF YPRES AVENUE, EAST OF CHRYSLER CENTRE, SOUTH OF VIMY AVENUE AND WEST OF CADILLAC STREET, CITY OF WINDSOR, authorized by CR223/2024, dated May 27, 2024.

13.11 **By-law 40-2025** - A BY-LAW TO CLOSE, STOP UP AND CONVEY THE 4.27 METRE NORTH/SOUTH ALLEY NORTH OF YPRES AVENUE, EAST OF CHRYSLER CENTRE, SOUTH OF VIMY AVENUE AND WEST OF CADILLAC STREET, CITY OF WINDSOR, authorized by CR223/2024, dated May 27, 2024.

13.12 **By-law 41-2025** - A BY-LAW TO AMEND BY-LAW 9361, BEING A BY-LAW TO CLOSE, STOP UP AND CONVEY PART OF THE EAST/WEST ALLEY NEXT SOUTH OF WYANDOTTE STREET EAST, EAST OF ROSSINI, R.P. 813, authorized by CAO 281/2024, dated January 22, 2025.

13.13 **By-law 42-2025** - A BY-LAW TO AMEND BY-LAW 49-2018, BEING A BY-LAW RESPECTING THE ISSUANCE OF VARIOUS PERMITS AND THE SCHEDULING OF INSPECTIONS, authorized by B3/2025, dated January 27, 2025.

13.14 **By-law 43-2025** - A BY-LAW TO PRESCRIBE A TARIFF OF FEES FOR THE PROCESSING OF PLANNING APPLICATIONS, authorized by B3/2025, dated January 27, 2025.

13.15 **By-law 44-2025** - A BY-LAW TO FURTHER AMEND BY-LAW 395-2004 BEING A BY-LAW RESPECTING THE LICENSING AND REGULATION OF VARIOUS BUSINESSES IN THE CITY OF WINDSOR, authorized by B3/2025, dated January 27, 2025.

13.16 **By-law 45-2025** - A BY-LAW TO FURTHER AMEND BY-LAW 131-2011 BEING A BY-LAW RESPECTING THE LICENSING, REGULATING AND INSPECTING OF BODY-RUB PARLOURS AND THOSE ENGAGED IN THE BUSINESS OF PROVIDING BODY-RUBS IN BODY-RUB PARLOURS, authorized by B3/2025, dated January 27, 2025.

13.17 **By-law 46-2025** - A BY-LAW TO FURTHER AMEND BY-LAW 115-2022 BEING A BY-LAW RESPECTING THE LICENSING OF SHORT-TERM RENTAL OWNERS AND TO REGULATE ALL RELATED ACTIVITY, authorized by B3/2025, dated January 27, 2025.

13.18 **By-law 47-2025** - A BY-LAW TO AMEND BY-LAW NUMBER 392-2002, BEING A BY-LAW TO ESTABLISH AND REQUIRE PAYMENT OF FEES AND CHARGES, authorized by B3/2025, dated January 27, 2025.

13.19 **By-law 48-2025** - A BY-LAW TO CONFIRM PROCEEDINGS OF THE COUNCIL OF THE CORPORATION OF THE CITY OF WINDSOR AT ITS MEETING HELD ON THE 24TH DAY OF FEBRUARY, 2025.

Carried.

## **14. MOVE BACK INTO FORMAL SESSION**

Moved by: Councillor Mark McKenzie

Seconded by: Councillor Jim Morrison

That the Committee of the Whole does now rise and report to Council respecting the business items considered by the Committee:

- 1) Communication Items (as amended)
- 2) Consent Agenda (as amended)
- 3) Items Deferred Items Referred
- 4) Consideration of the Balance of Business Items (as amended)
- 5) Committee Reports (as presented)
- 6) By-laws given first and second readings (as presented)

Carried

## **15. NOTICES OF MOTION**

Councillor Kieran McKenzie hereby gives notice that he intends to introduce three separate notices motions at the April 14, 2025, meeting of Council, relating to:

- 1) Strong Mayor Powers
- 2) High-Speed Rail
- 3) The Implementation of Bilateral Tariffs

## **16. THIRD AND FINAL READING OF THE BY-LAWS**

Moved by: Councillor Ed Sleiman

Seconded by: Councillor Renaldo Agostino

That the By-laws No. 30-2025 through 48-2025 having been read a first and second time be now read a third time and finally passed and that the Mayor and Clerk **BE AUTHORIZED** to sign and seal the same notwithstanding any contrary provision of the Council.

Carried.

## **17. PETITIONS**

None presented.

**18. QUESTION PERIOD**

None presented.

**21. ADJOURNMENT**

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

That this Council meeting stand adjourned until the next regular meeting of Council or at the call of the Mayor.

Accordingly, the meeting is adjourned at 12:18 o'clock p.m.  
Carried.

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Mayor

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City Clerk

**SPECIAL MEETING OF COUNCIL – IN CAMERA**  
**February 10, 2025**

**Meeting called to order at: 2:58 p.m.**

**Members in Attendance:**

Mayor Drew Dilkens  
Councillor Renaldo Agostino  
Councillor Fabio Costante  
Councillor Fred Francis  
Councillor Jo-Anne Gignac  
Councillor Gary Kaschak  
Councillor Angelo Marignani  
Councillor Kieran McKenzie  
Councillor Mark McKenzie  
Councillor Jim Morrison  
Councillor Ed Sleiman

**Also in attendance:**

Joe Mancina, Chief Administrative Officer  
Andrew Daher, Commissioner, Human and Health Services  
David Simpson, Commissioner of Infrastructure Services/City Engineer  
Tony Ardovini, Acting Commissioner of Finance/City Treasurer  
Ray Mensour, Commissioner Community and Corporate Services  
Jelena Payne, Commissioner Economic Development  
Steve Vlachodimos, City Clerk  
Sandra Gebauer, Council Assistant  
Wira Vendrasco, City Solicitor  
Dana Paladino, Acting Senior Executive Director Corporate Services  
Christopher Menard, Acting Chief of Staff  
Stacey McGuire, Executive Director of Engineering (Items 4 and 5)  
Joe Baker, Manager Land Development and Growth (Item 6)  
Lori Gregg, Deputy Treasurer Taxation (Item 6)  
Neil Robertson, City Planner (Item 6)  
Matt Johnson, Executive Director Economic Development (Item 6)  
Diane Wilson, Manager Social and Affordable Housing (Item 6)  
Stephan Habrun, Acting Executive Director Transit Windsor (Items 7 & 8)

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Mark Spizzirri, Manager Performance Management (Item 7)

Verbal Motion is presented by Councillor Jo-Anne Gignac, seconded by Councillor Ed Sleiman, that Rule 3.3 (c) of the *Procedure By-law, 98-2011*, BE WAIVED to add the following Agenda items:

9. Property matter – acquisition of land, Section 239(2)(c)

Motion Carried.

Verbal Motion is presented by Councillor Mark Mckenzie, seconded by Councillor Renaldo Agostino, to move in Camera for discussion of the following item(s), adding Item 9:

Item No.	Subject & Section - Pursuant to <i>Municipal Act, 2001</i> , as amended
1	Legal matter – litigation update, Section 239(2)(e)(f)(k)
2	Property matter – acquisition of land, Section 239(2)(c)
3	Legal matter – agreement termination, Section 239(2)(e)(f)
4	Legal/position/plan matter – agreements, Section 239(2)(k)(f)
5	Property/Plan – agreements, Section 239(2)(k)(f)(c)



6 Property/plan – disposition of land,  
Section 239(2)(c)(k)

7 Position/plan – agreement, Section  
239(2)(i)

**NOTE: Recommendation from  
Environment Standing Committee sitting  
as Transit Windsor Board – in-camera on  
February 10, 2025**

8 Position/plan – agreement, Section  
239(2)(k)

**NOTE: Recommendation from  
Environment Standing Committee sitting  
as Transit Windsor Board – in-camera on  
January 29, 2025**

9 Property matter – acquisition of land,  
Section 239(2)(c) - ADDED

**Motion Carried.**

**Declarations of Pecuniary Interest:**

None declared.

**Discussion on the items of business.**

**Verbal Motion is presented by Councillor Jo-Anne Gignac, seconded by Councillor Ed Sleiman,  
to move back into public session.**

**Motion Carried.**

**Moved by Councillor Fred Francis, seconded by Councillor**

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Gary Kaschak,

**THAT the Clerk BE DIRECTED to transmit the recommendation(s) contained in the report(s) discussed at the In-Camera Council Meeting held February 10, 2025 directly to Council for consideration at the next Regular Meeting.**

1. That the recommendation contained in the in-camera report from the Acting Senior Executive Director of Corporate Services, City Solicitor, Commissioner of Community and Corporate Services, Manager of Strategic Operating Budget Development and Control and Commissioner of Finance/City Treasurer respecting a legal matter – litigation update **BE APPROVED.**

2. That the recommendation contained in the in-camera report from the Manager of Real Estate Services, City Solicitor, Acting Senior Executive Director of Corporate Services, Commissioner of Community and Corporate Services, Executive Director of Engineering, Commissioner of Infrastructure Services and Commissioner of Finance/City Treasurer respecting a property matter – acquisition of land **BE APPROVED.**

3. That the recommendation contained in the in-camera report from the Manager Performance Measurement and Business Case Development, Executive Director of Engineering, Commissioner of Infrastructure Services, City Solicitor, Acting Executive Director of Corporate Services, Commissioner of Community and Corporate Services and Commissioner of Finance/City Treasurer respecting a legal matter – agreement termination **BE APPROVED AS AMENDED.**

4. That the recommendation contained in the in-camera report from the Manager Performance Measurement and Business Case Development, Executive Director of Engineering, Commissioner of Infrastructure Services, City Solicitor, Acting Senior Executive Director of Corporate Services, Commissioner of Community and Corporate Services and Commissioner of Finance/City Treasurer respecting a legal/position/plan matter - agreements **BE APPROVED**.

5. That the recommendation contained in the in-camera report from the Manager Performance Measurement and Business Case Development, Commissioner of Infrastructure Services, City Solicitor, Acting Senior Executive Director of Corporate Services, Commissioner of Community and Corporate Services and Commissioner of Finance/City Treasurer respecting a property/plan matter - agreements **BE APPROVED**.

6. That the recommendation contained in the in-camera report from the Manager Land Development and Growth, Executive Director Economic Development and Climate Change, City Solicitor, Commissioner of Economic Development and Commissioner of Finance/City Treasurer respecting a property/plan – disposition of land **BE APPROVED AS DIRECTED BY COUNCIL**.

**Aye votes: Councillors Renaldo Agostino, Fred Francis, Jo-Anne Gignac, Gary Kaschak, Kieran McKenzie, Mark McKenzie, Jim Morrison, Ed Sleiman and Mayor Drew Dilkens**

**Nay votes: Councillors Fabio Costante and Angelo Marignani**

**Abstain: None**

**Absent: None**

7. That the confidential report from the Manager Performance Measurement and Business Case Development, Acting Executive Director Transit Windsor, Commissioner of Economic Development, City Solicitor and Commissioner of Finance/City Treasurer respecting a position/plan – agreement **BE RECEIVED** and that the in-camera recommendation of the Environment, Transportation and Public Safety Committee, sitting as the Transit Windsor Board of Directors, of its meeting held February 10, 2025 **BE APPROVED**.

8. That the confidential report from the Manager Performance Measurement and Business Case Development, Acting Executive Director Transit Windsor, Commissioner of Economic Development, City Solicitor and Commissioner of Finance/City Treasurer respecting a position/plan – agreement **BE RECEIVED** and that the in-camera recommendation of the Environment, Transportation and Public Safety Committee, sitting as the Transit Windsor Board of Directors, of its meeting held January 29, 2025 **BE APPROVED**.

9. That the confidential verbal report respecting a property matter – acquisition of land **BE RECEIVED** and that Administration **BE DIRECTED TO PROCEED** in accordance with the verbal direction of Council.

# Minutes

City Council

Monday, February 24, 2025

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**Motion Carried.**

**Moved by Councillor Ed Sleiman, seconded by Councillor  
Fabio Costante,  
That the special meeting of council held February 10, 2025 BE ADJOURNED.  
(Time: 3:57 p.m.)  
Motion Carried.**

SV/bm

**STRIKING COMMITTEE – IN CAMERA**  
**February 10, 2025**

**Meeting called to order at: 3:48 p.m.**

**Members in Attendance:**

Mayor Drew Dilkens  
Councillor Fred Francis  
Councillor Jo-Anne Gignac  
Councillor Angelo Marignani  
Councillor Kieran McKenzie  
Councillor Ed Sleiman  
Councillor Jim Morrison  
Councillor Renaldo Agostino  
Councillor Fabio Costante  
Councillor Gary Kaschak  
Councillor Mark McKenzie

**Also in attendance:**

Joe Mancina, Chief Administrative Officer  
Andrew Daher, Commissioner, Human and Health Services  
David Simpson, Commissioner of Infrastructure Services/City Engineer  
Tony Ardovini, Acting Commissioner of Finance/City Treasurer  
Ray Mensour, Commissioner Community and Corporate Services  
Jelena Payne, Commissioner Economic Development  
Steve Vlachodimos, City Clerk  
Sandra Gebauer, Council Assistant  
Christopher Menard, Acting Mayor's Chief of Staff  
Dana Paladino, Acting Senior Executive Director Corporate Services  
Wira Vendrasco, City Solicitor

**Verbal Motion is presented by Councillor Ed Sleiman,  
seconded by Councillor Fred Francis,  
to move in Camera for discussion of the following item(s):**

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<b>Item No.</b>	<b>Subject &amp; Section - Pursuant to <i>Municipal Act, 2001</i>, as amended</b>
<b>1</b>	<b>Personal matter – about identifiable individual(s) –appointment of member(s) of the Active Transportation Expert Panel, Section 239(2)(b)</b>
<b>2</b>	<b>Personal matter – about identifiable individuals – appointment of 2025 Jurors for the Arts, Culture and Heritage Fund, Section 239(2)(b)</b>

**Motion Carried.**

**Declarations of Pecuniary Interest:**

None declared.

**Discussion on the items of business.**

**Verbal Motion is presented by Councillor Jo-Anne Gignac, seconded by Councillor Gary Kaschak,  
to moved back into public session.**

**Motion Carried.**

**Moved by Councillor Mark McKenzie, seconded by Councillor Kieran McKenzie,  
THAT the Clerk BE DIRECTED to transmit the recommendation(s) contained in the report(s) discussed at the In-Camera Striking Committee Meeting held February 10, 2025 directly to Council for consideration at the next Regular Public Meeting or Special meeting of Council.**

1. That the confidential discussions regarding the appointment of a member on the Active Transportation Expert Panel **BE RECEIVED.** (see open report of the Striking Committee).

2. That the confidential discussions regarding the appointment of Jurors for the 2025 Arts, Culture and Heritage Fund **BE RECEIVED** (see open report of the Striking Committee.

**Motion Carried.**

**Moved by Councillor Ed Sleiman, seconded by Councillor Gary Kaschak**  
**That the special Striking Committee meeting held February 10, 2025 BE ADJOURNED.**  
**(Time: 3:58 p.m.)**  
**Motion Carried.**

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Adopted by Council at its meeting held February 24, 2025 (CR84/2025)  
SV/bm

Windsor, Ontario, February 24, 2025

**REPORT OF THE STRIKING COMMITTEE**  
**of its meeting held**

February 10, 2025

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**Members in Attendance:**

Mayor Drew Dilkens  
Councillor Fred Francis  
Councillor Jo-Anne Gignac  
Councillor Angelo Marignani  
Councillor Kieran McKenzie  
Councillor Ed Sleiman  
Councillor Jim Morrison  
Councillor Renaldo Agostino  
Councillor Fabio Costante  
Councillor Gary Kaschak  
Councillor Mark McKenzie

**Also in attendance:**

Joe Mancina, Chief Administrative Officer  
Andrew Daher, Commissioner, Human and Health Services  
David Simpson, Commissioner of Infrastructure Services/City Engineer  
Tony Ardovini, Acting Commissioner of Finance/City Treasurer  
Ray Mensour, Commissioner Community and Corporate Services  
Jelena Payne, Commissioner Economic Development  
Steve Vlachodimos, City Clerk  
Sandra Gebauer, Council Assistant  
Christopher Menard, Acting Mayor's Chief of Staff  
Dana Paladino, Acting Senior Executive Director Corporate Services  
Wira Vendrasco, City Solicitor

**Declarations of Pecuniary Interest:**



None declared.

Your Committee submits the following recommendationsq:

(1) That the resignation of Kiemia Rezagian on the ***Environment and Climate Change Advisory Committee*** **BE ACCEPTED** and further that the Clerk **BE REQUESTED** to provide Council at the next meeting with a list of persons who submitted an application from the previous recruitment.

(2) That the resignation of Andrew Corbett on the ***Downtown Business Association Board of Management*** **BE ACCEPTED**.

(3) The Wayne Lessard **BE APPOINTED** to the ***Active Transportation Expert Panel*** for the term expiring November 14, 2026 to replace Cole Gorham, resigned.

(4) That the following persons **BE APPOINTED** as ***Jurors for the 2025 Arts, Culture and Heritage Fund***:

Matthew Dumouchel  
Peter Hrastovec  
Sheila Wisdom  
Past Jurors (in accordance with the Mandate)  
Vincent Georgie  
Dan Macdonald

MAYOR

CITY CLERK

**SPECIAL MEETING OF ENVIRONMENT, TRANSPORTATION  
AND PUBLIC SAFETY STANDING COMMITTEE – SITTING AS  
TRANSIT WINDSOR BOARD OF DIRECTORS – IN CAMERA  
February 10, 2025**

**Meeting called to order at: 3:13 p.m.**

**Members in Attendance:**

Councillor Fabio Costante, Chair  
Councillor Renaldo Agostino  
Councillor Gary Kaschak  
Councillor Kieran McKenzie  
Councillor Mark McKenzie

**Also in attendance:**

Councillor Angelo Marignani  
Councillor Ed Sleiman  
Councillor Jo-Anne Gignac  
Councillor Jim Morrison  
Councillor Fred Francis  
Mayor Drew Dilkens  
Jelena Payne, Commissioner Economic Development  
Stephan Habrun, Acting Executive Director Transit Windsor  
Steve Vlachodimos, City Clerk  
Sandra Gebauer, Council Assistant  
Mark Spizzirri, Manager of Performance Measurement and  
Business Case Development  
Joe Mancina, Chief Administrative Officer  
Tony Ardovini, Acting Commissioner of Finance/City Treasurer  
Ray Mensour, Commissioner Community and Corporate Services  
Andrew Daher, Commissioner, Human and Health Services  
Wira Vendrasco, City Solicitor  
Christopher Menard, Acting Chief of Staff  
Dana Paladino, Acting Senior Executive Director Corporate Services

# Minutes

## City Council

Monday, February 24, 2025

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Verbal Motion is presented by Councillor Renaldo Agostino, seconded by Councillor Kieran McKenzie, to move in Camera for discussion of the following item(s):

Item No.	Subject & Section - Pursuant to <i>Municipal Act, 2001</i> , as amended
1	Plan/position – agreement, Section 239(2)(i)

**Motion Carried.**

### Declarations of Pecuniary Interest:

None declared.

### Discussion on the items of business.

Verbal Motion is presented by Councillor Kieran McKenzie, seconded by Councillor Mark McKenzie, to move back into public session.  
**Motion Carried.**

Moved by Councillor Kieran McKenzie, seconded by Councillor Gary Kaschak

**THAT the Clerk BE DIRECTED to transmit the recommendation(s) contained in the report(s) discussed at the special meeting of the Environment, Transportation and Public Safety Standing Committee – sitting as Transit Windsor Board of Directors – in camera held February 10, 2025 directly to Council for consideration at the next Regular Meeting.**

1. That the recommendation contained in the in-camera report from the Acting Executive Director of Transit Windsor, Commissioner of Economic Development, Manager Performance Measurement and Business Case Development, City Solicitor and Commissioner of Finance and City Treasurer respecting a plan/position – agreement **BE APPROVED.**

**Motion Carried.**

# Minutes

City Council

Monday, February 24, 2025

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**Moved by Councillor Mark McKenzie, seconded by Councillor Renaldo Agostino,**

**That the special meeting of the Environment, Transportation and Public Safety Standing Committee – sitting as Transit Windsor Board of Directors – in camera held February 10, 2025 BE ADJOURNED.**

**(Time: 3:13 p.m.)**

**Motion Carried.**



**Subject: Automated Speed Enforcement Program Implementation – City wide**

Moved by: Councillor Mark McKenzie

Seconded by: Councillor Gary Kaschak

Decision Number: **ETPS 1043**

1. THAT Council **APPROVE** the implementation of the Automated Speed Enforcement (ASE) and Red Light Camera (RLC) Administrative Penalty (AP) Systems and **AUTHORIZE** Administration to undertake all required steps for this as set out in the following Recommendations; and,
2. THAT Council **DIRECT** Administration to negotiate an ASE Violation Processing Services Agreement with the City of Brampton for the operation and cost sharing of their municipal Joint Processing Centre (JPC) for processing AP speeding violation penalties and issuing penalty orders; and further,
3. THAT Council **DIRECT** Administration to negotiate with JENOPTIK Smart Mobility Solutions, our current approved RLC equipment provider for the provision of ASE camera equipment; and further,
4. THAT Council **AUTHORIZE** Administration to enter into an Authorized Requester agreement with the Ministry of Transportation Ontario for the access to licence plate registry; and further,
5. THAT Council **AUTHORIZE** the addition of 2 FTE's (Transportation Technologist 1, AP Screening Officer), funded from program revenues, to oversee the operational aspects of the ASE and RLC programs; and further,
6. THAT Administration **PROVIDE** a report back to Council after two years of ASE implementation to summarize program effectiveness, budget, etc.; and further,
7. THAT Council **DIRECT** Administration to update the existing RLC Violation Processing Services Agreement with the City of Toronto for the operation and cost sharing of their municipal JPC (which currently processing violations and issuing tickets using POA framework) to an AP system which will process violation penalties and issuing penalty orders; and further,

8. THAT City Council **AUTHORIZE** the City Clerk and CAO to execute any required agreements and documents as considered necessary for program implementation and maintenance, satisfactory in legal content to the City Solicitor, in financial content to the City Treasurer, and in technical content to the City Engineer; and further,
  9. THAT City Council **DIRECT** any resulting surplus in revenue, after all Administrative costs have been recovered, be transferred to the Traffic Calming Reserve (Fund TBD) to be used for purposes of traffic road and safety improvements; and further,
  10. THAT Council **AUTHORIZE** Administration to prepare or amend any applicable by-laws, policies and undertake any processes or steps necessary to establish and implement an AP system for contraventions of ASE and RLC offences.
- Carried.

Report Number: S 2/2025  
Clerk's File: ST/13765

**Clerk's Note:**

1. The recommendation of the Environment, Transportation & Public Safety Standing Committee and Administration are the same.
2. Please refer to Item 8.1 from the Environment, Transportation & Public Safety Standing Committee held on January 29, 2025.
3. To view the stream of this Standing Committee meeting, please refer to:  
<https://csg001-harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20250129/-1/10536>

**Subject: Automated Speed Enforcement Program Implementation – City wide**

**Reference:**

Date to Council: 1/29/2025  
Author: Ian Day  
Senior Manager Traffic and Parking (A)  
519-255-6247 x 6053  
iday@citywindsor.ca

Public Works - Operations  
Report Date: 1/7/2025  
Clerk's File #: ST/13765

**To:** Mayor and Members of City Council

**Recommendation:**

1. THAT Council **APPROVE** the implementation of the Automated Speed Enforcement (ASE) and Red Light Camera (RLC) Administrative Penalty (AP) Systems and **AUTHORIZE** Administration to undertake all required steps for this as set out in the following Recommendations; and,
2. THAT Council **DIRECT** Administration to negotiate an ASE Violation Processing Services Agreement with the City of Brampton for the operation and cost sharing of their municipal Joint Processing Centre (JPC) for processing AP speeding violation penalties and issuing penalty orders; and further,
3. THAT Council **DIRECT** Administration to negotiate with JENOPTIK Smart Mobility Solutions, our current approved RLC equipment provider for the provision of ASE camera equipment; and further,
4. THAT Council **AUTHORIZE** Administration to enter into an Authorized Requester agreement with the Ministry of Transportation Ontario for the access to licence plate registry; and further,
5. THAT Council **AUTHORIZE** the addition of 2 FTE's (Transportation Technologist 1, AP Screening Officer), funded from program revenues, to oversee the operational aspects of the ASE and RLC programs; and further,
6. THAT Administration **PROVIDE** a report back to Council after two years of ASE implementation to summarize program effectiveness, budget, etc.; and further,

7. THAT Council **DIRECT** Administration to update the existing RLC Violation Processing Services Agreement with the City of Toronto for the operation and cost sharing of their municipal JPC (which currently processing violations and issuing tickets using POA framework) to an AP system which will process violation penalties and issuing penalty orders; and further,
8. THAT City Council **AUTHORIZE** the City Clerk and CAO to execute any required agreements and documents as considered necessary for program implementation and maintenance, satisfactory in legal content to the City Solicitor, in financial content to the City Treasurer, and in technical content to the City Engineer; and further,
9. THAT City Council **DIRECT** any resulting surplus in revenue, after all Administrative costs have been recovered, be transferred to the Traffic Calming Reserve (Fund TBD) to be used for purposes of traffic road and safety improvements; and further,
10. THAT Council **AUTHORIZE** Administration to prepare or amend any applicable by-laws, policies and undertake any processes or steps necessary to establish and implement an AP system for contraventions of ASE and RLC offences.

**Executive Summary:**

N/A

**Background:**

At the meeting of City Council on February 25, 2019, Councillor Costante asked CQ5-2019 as follows:

*“Asks that administration report back on implementing red light cameras and photo radars, including what other municipalities have these installed, pros and cons of implementation and costs of implementation. ST: 2019 February 25, 2019.”*

An initial report SCM 401/2019 S 165/2019 was presented at Council on November 18, 2019. At the meeting, Council directed administration to prepare additional information, CR574/2019 ETPS 720 (refer to Appendix A):

*“That administration BE REQUESTED to provide a report related to reviewing the potential locations for the use of red light cameras, and automated speed enforcement including location and quantity recommendations and that this information, when it is available BE BROUGHT FORWARD for Council’s consideration.”*

On May 25, 2020, Report S 45/2020 was presented to Council. At the meeting, Council directed administration under CR258/2020 (refer to Appendix B):

*“That Administration BE REQUESTED to update the School Neighbourhood Policy to allow for School Zones to be posted without the requirement of the reduced speed limit; and,*



*That Administration BE REQUESTED to develop a Policy on how Community Safety Zones are selected and implemented; and,*

*That Administration BE REQUESTED to provide an additional report as part of the 2021 budget process highlighting the progress of the Automated Speed Enforcement program in other Municipalities, provide budget estimates for Windsor based on preferred locations to implement ASE; and request approval to enter into discussions with the Ministry of Transportation Ontario, the ASE program vendor and the City of Toronto if so directed; and,*

*That Administration BE REQUESTED to work with the Provincial Offences Division regarding potential necessary changes to the current Provincial Offences Agreement, and that this information BE PROVIDED to City Council as part of the additional report during the 2021 budget deliberations.”*

Report S 9/2021 Community Safety Zone Policy was presented at Council on April 19, 2021, and adopted under CR161/2021 (refer to Appendix C).

On January 15, 2024, the City's Vision Zero Action Plan (and the Supplemental Vision Zero Implementation Plan) was adopted under CR10/2024 ETPS974 (refer to Appendix D). As one of 42 adopted initiatives identified within the Plan, the implementation of ASE was to be implemented within a timeframe of 0-5 years.

This report addresses implementation aspects relating to ASE and RLC programs.

## **Discussion:**

### **Automated Speed Enforcement**

The province enacted Ontario Regulation 398/19 - Automated Speed Enforcement (ASE) under *the Highway Traffic Act* (HTA) in 2019. ASE is an automated system that uses a camera and speed management device to enforce speed limits. The penalties in designated School Zones (SZs) and Community Safety Zones (CSZs) are statutorily higher than in areas not so designated. These enforcement devices capture an image of speeding vehicles for review by municipal joint processing centers, and if the violation is confirmed upon a review, a violation can be issued to the vehicle owner.

CSZ's are established by municipal council through a by-law and encompasses areas where there is a heightened risk to drivers, pedestrians, cyclists, and others sharing the road. In these zones, certain Highway Traffic Act fines are doubled, including those for speeding. Many such zones are located near schools. Vehicle owners face escalating fines based on how much they exceed the posted speed limit.

On April 19, 2021, CR161/201 approved the Community Safety Zone Policy (refer to Appendix C). Through application of these guidelines, 13 CSZ's were amended or added to the Traffic by-law between June 2021 and November 2022. The School Neighbourhood Policy CR645/2017, (refer to Appendix E) sets out the criteria and warrant process for the evaluation and classification of School areas and School zones. Transportation Planning continues to undertake warrant analysis for the 52 schools and

associated Traffic By-law amendments as required to update our SZ, CSZ map (refer to Appendix F).

ASE is designed to work alongside other speed control and safety strategies, including engineering measures, educational initiatives, and police enforcement. The primary goal of ASE is to modify driver behavior, reducing speeds and enhancing safety in these zones.

### **Provincial Offences Act Framework**

The ASE program was originally envisioned to operate within the municipal application of Provincial Offences Act (POA) processes. Many municipalities who have proceeded with ASE implementation using the POA approach are experiencing significant backlogs within their Provincial Offences Courts. Further, some other municipalities are not participating at all in ASE initiatives because of their already over-burdened POA court system. The City would be facing similar pressures in attempting to manage the ASE program under the POA framework.

### **Administrative Penalty System Framework**

In mid-2022, the province passed legislation under the HTA, 2019 (O. Reg. 355/22) which allowed automated enforcement charges to be processed as Administrative Penalties (AP). This approach allows municipalities to collect fines and manage ticket disputes through municipally administered screenings and hearings (separate from the POA system). The dispute rate for ASE charges is expected to be significantly lower than the typical dispute rates for regular speeding tickets (which exceed 40%), primarily because there are no demerit points associated with ASE convictions.

Accordingly, many municipalities are shifting from POA system towards the application of an AP system approach for ASE violations, to which their programs can be expanded to other areas, such as RLC offenses. Under the AP systems, municipal ASE Screening and Hearing Officers can affirm, modify or cancel penalties to registered owners who contravene camera-based speed enforcement offences.

The City currently has an AP system framework in place for the processing, screening and review of parking tickets. This system could be modified to accept ASE violations with the addition of new AP system case management software.

### **ASE Service Agreements**

In order to establish and implement supporting architecture to the ASE program, the City will be required to enter into the following service agreements:

- **Authorized Requester Agreement:** Ministry of Transportation Ontario (MTO) – authorized access to license plate registry for processing speeding violations;
- **Violation Processing Services Agreement** – cost sharing of municipal JPC operations for AP processing speeding violations and issuing penalty orders;

- **Approved Equipment Vendor Agreement** – equipment vendor for the supply, installation, operation and maintenance of the ASE cameras; and
- **AP Hearing Officer** – Third party review (second stage appeal) of appellant administrative penalties after initial confirmation by City AP Screening Officer.

The City would be responsible for all other operational aspects of the ASE program, including onsite collection/monitoring of safety data, advisory signage installations, managing penalty payments, administering screenings and hearings, determining camera rotation schedules, communications, site studies etc.

### **Proposed ASE Program Operation**

Administration has contacted the City of Toronto JPC and City of Ottawa JPC, but neither have capacity to take on additional external municipal clients at this time. The City of Brampton has recently opened their own JPC using the AP system framework and allowing other municipalities to utilize their JPC through service agreements to process speeding violation penalties and issuing penalty orders.

Administration suggests using the City of Brampton JPC since it is well established, has ample resource capacity, operates under the AP system framework and utilizes the same camera equipment vendor (JENOPTIK) which supplies the City's RLC program. Once a mutually agreeable proposal is reached between the City of Windsor and Gtechna for the provision of AP Case Management Software, and City of Windsor and Jenoptik for the provision of ASE camera services Public Works Operations will complete Sole Source forms for approval by the Purchasing Manager.

City Administration are proposing that five leased mobile ASE camera systems be initially deployed and rotated City-wide every few months throughout various SZs and CSZs identified in the respective Bylaw 9148 - Traffic By-law. It is recognized that these approved sites will need to be further screened and evaluated for ASE suitability based on specific vendor camera installation requirements. In this regard, it is possible that some approved sites may be deemed ineligible for ASE camera installations due to technical constraints (insufficient space for camera base, sightline/visual obstructions, steep road/boulevard slopes, proximity to intersections/stop signs/crosswalks/on street parking areas, etc.), which may interfere or constrain the reliability and consistent operation of the cameras.

Each location would be identified with appropriate warning signage advising motorists they are entering a speed enforced area; however, ASE equipment would only be in operation at any two of the locations at any given time. A 90-day advisory signage period must be implemented prior to activating ASE cameras at any location.

When any cameras are deployed with SZ (only) sites, they will be operated within the prescribed school periods where reduced speed limits are in effect. Time of day/week operation can be further modified to provide focused enforcement during daytime hours, weekends and peak traffic periods as deemed warranted. It is also expected there will be periods where the cameras are not in use due to mobilization/demobilization between sites, extreme weather events, holidays, times when school is not normally

held, and damage/repair. It is anticipated that cameras will be rotated approximately every two months based on the substantive process involved to change signage as well as decommission, relocate and recommission the cameras. Of note, City staff will monitor these locations by completing "before" and "after" speed study to measure the effect that the ASE has had on speed compliance.

### **ASE Program Staffing Requirements and Resources**

The ASE program will require significant work effort to oversee program implementation, site selection/inspection, equipment deployment, data collection/reporting and ongoing performance monitoring. To support and administer this program, additional staff resourcing is required within Public Works Traffic Operations. These resources are proposed to be fully funded out of the ASE reserve surplus revenues expected.

A new FTE (Transportation Technologist 1) will be required to oversee the operational aspects of the ASE program as well as assume oversight of the current RLC Program and the Radar Feedback Sign incentive. This position would be responsible to identify suitable camera site locations, coordinate ASE equipment moves, assess field traffic/speed data and provide daily legislative reporting.

As well, a new FTE (AP Screening Officer) will be required to manage the associated increase in AP violations, liaise with external AP Hearing Officers (during second stage appeals), oversee AP cashiers, etc.

While the City already uses external AP Hearing Officers (under contract) for parking ticket appeals, additional AP Hearing Officer contracted resources will be needed to support RLC and ASE program ticket appeals.

Administration will also need to create a communication plan to announce the 2025 launch of the ASE program (media releases, social media, ASE web content, advertising), indicate where active cameras are operating (i.e. On Road Regulatory Signage - 90 days "Coming Soon" signage) and focus on public education to more fully inform motorists on how the program works in order to encourage overall compliance.

### **Red Light Camera transitioning from POA to AP System**

The City's RLC program launched in early 2022 (10 cameras implemented) and plans for 10 additional cameras coming online in mid-2025. The City entered into an agreement with the City of Toronto in 2021 for the operation and cost sharing of their municipal JPC, which processes RLC violations and issues tickets on the City's behalf. Enforcement of RLC tickets is currently conducted through the City's Provincial Offences Act court system where the process of disputing a ticket requires a meeting with a municipal prosecutor and/or a trial before a Justice of the Peace.

As stated earlier, the City currently uses an AP system for the processing, screening and review of parking tickets. It is recommended that this approach be further leveraged to administer both ASE and RLC violations through a new AP system case management software (GTechna) and, thereby, transition the RLC program from a POA based system to an AP system. If this approach is supported, the City's existing RLC agreement with the City of Toronto would need to be updated in this regard with

provisions to utilize Gtechna AP Case Management Software that would be employed for ASE and parking ticket processes.

There are many advantages to moving the processing of RLC tickets from the POA process that is currently used to the AP system. These advantages include:

- Substantially shorter times for resolution of matters;
- Reduced reliance on scarce judicial resources provided by the Province; and
- Exclusion from revenue-sharing requirements of the Inter-Municipal Service Agreement, allowing the City to retain all RLC revenue.

The City's municipal partners have been given notice that Council would be considering moving RLCs to an AP system. Should Council approve this, it would be outside the scope of the agreements the City has with the province and municipal partners, so no further action would be necessary in this regard.

Should Council approve the recommendations herein, this transition will take place sometime in 2025, once all necessary agreements and resources are in place.

### **Risk Analysis:**

The City of Windsor endorses the Vision Zero goal of zero traffic deaths or serious injuries on roadways under its jurisdiction and commits to collaborating with all stakeholders in working to realize this goal. ASE is listed as one of the 42 recommended initiatives in the Vision Zero Action Plan.

ASE is a proven tool to lower both vehicular collision rates and injury severity where many municipal jurisdictions have relied on ASE as a speed enforcement compliance tool with great success (i.e. Quebec, Saskatchewan, New York City, Toronto).

There are minimal risks with any of the other recommendations.

### **Climate Change Risks**

#### **Climate Change Mitigation:**

N/A

#### **Climate Change Adaptation:**

N/A

### **Financial Matters:**

The annual operating costs of an ASE program are anticipated to include:

- Leasing mobile cameras
- Mobile camera rotation and setup
- Joint Processing Centre (JPC) violation processing fees
- Ministry of Transportation Ontario processing and administration fee
- Transportation Technologist 1 position (1 FTE)

- AP Screening Officer position (1 FTE)
- Community educational and awareness campaign.

As summarized in Table 1, the annual estimated cost of the ASE program is \$1.27 million comprised of infrastructure (mobile cameras, warning signage) costs, along with annual expenses associated with the processing and administration of the penalty orders issued.

Costs are based upon an ASE program, which operates with five mobile cameras that could result in the issuance of approximately 23,000 penalty orders per year. The anticipated number of infractions were based upon current radar feedback data collected at seven eligible CSZ and SZ ASE sites. These sites are a representative sample of conditions throughout the City. Data was collected over a 2–5-day period to include total daily volumes, driver speeds and volumes at 10-19 km/hr over limit, 20-29 km/hr over limit and 30+ km/hr over the posted limit.

In terms of operating revenues, penalty orders for speeding in Ontario are pro-rated for each kilometre over the posted speed limit, as prescribed in section 128(14) of the HTA. As such, the total penalty order revenue is subject to the number of infractions, as well as the degree to which speeding infractions are over the legal posted speed limit. In addition to penalty orders, a recovery charge for imaging, vehicle registry costs and administration overhead will be added to each infraction. Based on experience shared by municipalities that have deployed an AP program, staff anticipate the City will generate sufficient funds to fully offset the costs of running this program.

Administration is recommending that any annual surplus net revenue from the ASE program, after full recovery of costs associated with the program, be transferred to a Traffic Calming Reserve (Fund TBD) to be used to support traffic and road safety improvements.

**Table 1: Annual Cost/Revenue Components of the Proposed ASE Program**

Description	Estimated Costs
Mobile Cameras (5): <sup>1</sup> <i>includes camera hardware, installation, and maintenance by contracted service provider (to be determined), including vandalism and/or theft (excluding HST)</i>	\$ 171,000
Mobile Camera Rotation/Setup (6 rotations/year/camera): ~ \$1,000 / camera / year (excluding HST)	5,000
JPC Violation Processing Fee <sup>2</sup> (excluding HST)	462,719
Non-Recoverable HST Costs	11,242
Ministry of Transportation Processing and Administration Fee <sup>3</sup>	193,185
Traffic Operations Warning Signage Deployment (internal staff)	87,500
1 FTE - Transportation Technologist 1	92,756
1 FTE – AP Screening Officer	86,063
Additional AP Hearing Officer contracted time	149,310
Annualized Vehicle Operation and Maintenance	13,625
Telecommunications – phone (1); laptop computers (2)	2,600
<b>Total Program Expenses</b>	<b>\$ 1,275,000</b>

**Assumptions:**

<sup>1</sup> Invoiced with a monthly leasing fee by the contracted service provider ~ \$2,850 per camera

<sup>2</sup> Current annual fee, based on \$20 per image (image processing, penalty order issuance), calculated on cost recovery basis, subject to change based on JPC’s operational costs

<sup>3</sup> Current annual fees, \$8.25 per violation to access registered vehicle owner licence plate info

In addition to the annual operating expenses noted in Table 1, other one-time expenses are expected to be incurred with the start-up of the ASE program. These one-time costs include purchase of a new dedicated ASE vehicle (approximately \$35,000), computer laptops for 2 new FTE’s (approximately \$3,000) and a cell phone for 1 new FTE (approximately \$600). The total expected one-time costs are approximately \$38,600 and will be recovered from revenues generated in the first year of operation.

Should City Council approve the implementation of ASE as outline in this report, a 2025 budget adjustment will be processed. Future updates to program revenue and expenditures will be identified as part of the 2026 Operating budget development process.

**Consultations:**

Bill Kralovensky, Coordinator, Parking Services

Chris Carpenter, Manager, Provincial Offences POA

Cindy Becker, Financial Planning Administrator

Rosa Scalia, Financial Planning Administrator

Dawn Lamontagne - Purchasing Manager (A)

**Conclusion:**

The proposed ASE program may be expanded over time by increasing the number of camera systems. The City, like other municipalities employing an ASE program, can increase (or decrease) the quantity of cameras at any point in the contract (subject to equipment availability, municipal JPC capacity, etc.). In this way, the City can sustainably modify the ASE program as informed by annual monitoring of the overall effectiveness and financial viability of the program.

**Approvals:**

Name	Title
Mark Spizzirri	Manager of Performance Measurement and Business Case Development
Phong Nguy	Executive Director, Operations / Deputy City Engineer (A)
David Simpson	Commissioner, Infrastructure Services and City Engineer
Wira Vendrasco	City Solicitor
Dana Paladino	Senior Executive Director, Corporate Services
Ray Mensour	Commissioner, Community and Corporate Services
Janice Guthrie	Commissioner, Finance and City Treasurer
Joe Mancina	Chief Administrative Officer



**Notifications:**

<b>Name</b>	<b>Address</b>	<b>Email</b>

**Appendices:**

- 1 Appendix A - CR574/2019 ETPS 720
- 2 Appendix B - CR258/2020
- 3 Appendix C - CR161/2021
- 4 Appendix D - CR10/2024 ETPS974
- 5 Appendix E - The School Neighbourhood Policy CR645-2016
- 6 Appendix F - E511 - Community Safety Zones in Windsor A



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**City Council  
Decision  
Monday, November 18, 2019**

Moved by: Councillor Costante  
Seconded by: Councillor Francis

Decision Number: CR574/2019 ETPS 720

That the report of the Senior Manger of Traffic Operations & Parking dated August 28, 2019, entitled "CQ5-2019 Implementing Red Light Cameras and Photo Radar – City Wide" **BE RECEIVED** for information; and further,

That administration **BE REQUESTED** to provide a report related to reviewing the potential locations for the use of red light cameras, and automated speed enforcement including location and quantity recommendations and that this information, when it is available, **BE BROUGHT FORWARD** for Council's consideration.

Carried.

Report Number: SCM 401/2019 S 165/2019  
Clerk's File: ST2019 8.34

*Anna Ciacelli*

Supervisor of Council Services  
October 13, 2020

Department Distribution

Shawna Boakes	Senior Manager of Traffic Operations & Parking
Cindy Becker	Financial Planning Administrator – Public Works Operations
Dwayne Dawson	Executive Director of Operations
Mark Winterton	City Engineer
Vincenza Mihalo	Executive Director, Human Resources
Susan Hirota	Senior Legal Counsel
Shelby Askin Hager	City Solicitor
Sandra Gebauer	Supervisor of Information & Records



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William Foot	Council Assistant
Joe Mancina	Chief Financial Officer/City Treasurer
Onorio Colucci	Chief Administrative Officer

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James Wells	912 Drouillard Windsor, ON N8Y 2P5
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Dan Shimski	<a href="mailto:dan.shimski@redflex.com">dan.shimski@redflex.com</a>
Michael George	2337 Lillian Ave. N8X 4B4 Windsor, ON



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**City Council  
Decision  
Monday, May 25, 2020**

Moved by: Councillor Kaschak  
Seconded by: Councillor McKenzie

Decision Number: CR258/2020

That Administration **BE REQUESTED** to update the School Neighbourhood Policy to allow for School Zones to be posted without the requirement of the reduced speed limit; and,

That Administration **BE REQUESTED** to develop a Policy on how Community Safety Zones are selected and implemented; and,

That Administration **BE REQUESTED** to provide an additional report as part of 2021 budget process highlighting the progress of the Automated Speed Enforcement program in other Municipalities, provide budget estimates for Windsor based on preferred locations to implement ASE; and request approval to enter into discussions with the Ministry of Transportation Ontario, the ASE program vendor and the City of Toronto if so directed; and,

That Administration **BE REQUESTED** to work with the Provincial Offences Division regarding potential necessary changes to the current Provincial Offences Agreement, and that this information **BE PROVIDED** to City Council as part of the additional report during the 2021 budget deliberations.

Carried.

Report Number: SCM 154/2020 & S 45/2020  
Clerk's File: ST/13765 8.24

*Steve Vlachodimos*

Deputy City Clerk/Senior Manager of Council Services

June 8, 2020



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Mark Winterton	City Engineer
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Shelby Askin Hager	City Solicitor
Joe Mancina	Chief Financial Officer / City Treasurer
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**City Council  
Decision  
Monday, April 19, 2021**

Moved by: Councillor Costante  
Seconded by: Councillor Francis

Decision Number: CR161/2021 ETPS 821

1. That the Community Safety Zone Policy, attached as Appendix 1 of this report, **BE ADOPTED**.
2. That Traffic By-law 9148 **BE AMENDED** as listed and attached in Appendix 2 of this report.
3. That the City Solicitor **BE DIRECTED** to prepare the necessary documents to amend the by-law.
4. That Administration **BE REQUESTED** to provide a report back on the cost of adding the nine Business Improvement Areas as Community Safety Zones.

Carried.

Report Number: SCM 108/2021 & S 9/2021  
Clerk's File: ST/13765 8.29

*Steve Vlachodimos*

Deputy City Clerk/Senior Manager of Council Services  
March 14, 2023

Department Distribution

Jeff Hagan	Transportation Planning Senior Engineer
Matthew Jay	Planning Policy Assistant
John Revell	Chief Building Official
Cindy Becker	Financial Planning Administrator
Mark Winterton	City Engineer
Shelby Askin Hager	City Solicitor
Joe Mancina	City Treasurer
Jason Reynar	Chief Administrative Officer

External Distribution



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**City Council  
Decision  
Monday, January 15, 2024**

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

Decision Number: CR10/2024 ETPS 974

1. That the Vision Zero Action Plan provided as Appendix A and the Supplemental Action Plan provided as Appendix B to report S 33/2023 "Vision Zero Action Plan Final Report" **BE ADOPTED**; and,
2. That City Council **APPROVE** a transfer of funding in the amount of \$40,000 from the Budget Stabilization Reserve, Fund 139, to a new capital project for salary and fringe costs for three Co-Op students for three school terms in 2024; and,
3. That City Council **APPROVE** a transfer of funding in the amount of \$15,000 from the Budget Stabilization Reserve, Fund 139, to a new capital project for salary and fringe costs for a Co-Op Student for the first school term of 2025; and,
4. That City Council **APPROVE** a transfer of funding in the amount of \$23,404.85 from the Budget Stabilization Reserve, Fund 139, to a new capital project to purchase and set up Traffic Engineering Software (TES) provided by True North Safety Group (TNS Group); and,
5. That the CFO/City Treasurer **BE DIRECTED** to include a new capital project in the 2024 10-year capital plan with funding as outlined above in order to action the Vision Zero Action Plan; and,
6. That Administration **BE DIRECTED** to bring forward initiatives in the Vision Zero Action Plan forward for funding consideration for future budgets in accordance with the Action Plan's implementation plan; and,
7. That Administration **BE DIRECTED** to report back to Council annually with details of progress toward the Vision Zero Action Plan's goals; and,
8. That Administration **BE DIRECTED** to carry out reviews of the Vision Zero Action Plan at the intervals specified in the Action Plan; and,



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9. That report S 13/2021 "Follow-up –CQ 7-2020, 40 km/h Residential Speed Limits-City Wide" **BE RECEIVED** for information; and,

10. That Council **APPROVE** the updated All-Way Stop Policy as listed in Appendix B of report S 70/2023.

Carried.

Councillor Gary Kaschak voting nay.

Report Number: SCM 326/2023 & S 33/2023 & SCM 212/2023 & S 70/2023 & SCM 109/2021 & S 13/2021 8.5

Clerk's File: ST/13714 & ST2021 & SW2023 & ACOQ2023

*Anna Ciacelli*

Deputy City Clerk  
December 27, 2024

### Department Distribution

Josie Gualtieri	Financial Planning Administrator
John Revell	Chief Building Official
Ian Day	Senior Manager, Traffic Operations & Parking
Chris Gerardi	Policy Analyst, Transportation Planning
Cindy Becker	Financial Planning Administrator
Shawna Boakes	Executive Director of Operations and Deputy City Engineer
Mark Winterton	Commissioner, Infrastructure Services & City Engineer (Interim)
Janice Guthrie	Commissioner of Corporate Services and Chief Financial Officer
Joe Mancina	Chief Administrative Officer
Sandra Gebauer	Council Assistant



## **Environment, Transportation & Public Safety Standing Committee Meeting Held Wednesday, September 21, 2016**

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### **School Neighbourhood Policy**

Moved by: Councillor Francis

Seconded by: Councillor Holt

Decision Number: **ETPS 422**

1. That the School Neighbourhood Policy, attached as Appendix 1, **BE ADOPTED**,
  2. That Traffic By law 9148 **BE AMENDED** as listed and attached in Appendix 2 of this report,
  3. That the City Solicitor **BE DIRECTED** to prepare the necessary documents to amend the by law,
  4. That the implementation of the School Neighbourhood Policy **BE REFERRED** to the 2017 Capital/Operating Budget, and
  5. That the School Neighbourhood Policy **BE IMPLEMENTED** as funding allows.
- Carried.

Report No. S 46/2016  
Clerk's File No. ST2016  
(Administrative Report attached which was  
previously distributed as part of the  
Standing Committee Agenda)

**MISSION STATEMENT**

*"Our City is built on relationships – between citizens and their government, businesses and public institutions, city and region – all interconnected, mutually supportive, and focused on the brightest future we can create together"*

<b>REPORT #: S 46/2016</b>	<b>Report Date: 7/5/2016</b>
<b>Author's Contact:</b> <b>Jeff Hagan</b> <b>Policy Analyst</b> <b>519-255-6247 ext 6003</b> <b>jhagan@citywindsor.ca</b>	<b>Date to Council: September 21, 2016</b>
	<b>Clerk's File #: ST2016</b>

**To: Mayor and Members of City Council**

**Subject: School Neighbourhood Policy - CITY-WIDE**

**RECOMMENDATION:**

6. That the School Neighbourhood Policy, attached as Appendix 1, **BE ADOPTED**,
7. That Traffic By law 9148 **BE AMENDED** as listed and attached in Appendix 2 of this report,
8. That the City Solicitor **BE DIRECTED** to prepare the necessary documents to amend the by law,
9. That the implementation of the School Neighbourhood Policy **BE REFERRED** to the 2017 Capital/Operating Budget, and
10. That the School Neighbourhood Policy **BE IMPLEMENTED** as funding allows.

**EXECUTIVE SUMMARY:**

N/A

## **BACKGROUND:**

At the May 8, 2012 Council Meeting, Council Resolution CR100/2012 authorized Administration to issue a request for proposals for a consultant to review and recommend revisions to the Traffic Calming Policy and to create a school area policy. The request for proposals was issued accordingly, and the awarding of the contract to Opus International Consultants was approved at the March 18, 2013 Council meeting by Council Resolution CR49/2013. The attached policy (Appendix 1) is the result of this consultant assignment.

The Traffic Calming Policy developed through this consultant assignment was approved by Council on September 21, 2015 by motion M394-2015.

## **DISCUSSION:**

### **School Neighbourhood Policy Need and Objectives**

While various aspects of school-related transportation concerns are addressed through certain City policies, procedures, by-laws, and official documents, they are not necessarily related to each other. Historically, transportation issues around schools have been handled on a case-by-case basis that has led to inconsistencies from school to school in how issues are addressed.

The need for a School Neighbourhood Policy was identified in order to:

- Provide the framework for a consistent approach to school transportation issues City-wide, while acknowledging variations in the character of schools and their surrounding neighbourhoods.
- Address gaps in the current policy regime regarding school transportation issues.

The objective of the School Neighbourhood Policy is to address transportation needs and improve safety in the vicinity of elementary and high schools, including:

- Measures to reduce school-related congestion;
- Recommendations to address existing on-street school bus loading zones and applications for future/additional on-street school bus loading zones;
- Recommendations to address both existing and applications for on-street “kiss and ride” programs;
- Recommended speed limits in the vicinity of schools;
- “No parking” and “no stopping” zones in the vicinity of schools and crosswalks;
- Active and Safe Routes to School; and,
- Guidelines for the holistic evaluation of individual school sites and recommended improvements for the surrounding public right-of-way.

## School Neighbourhood Policy Summary

The proposed School Neighbourhood Policy is attached as Appendix 1. Specific details of the policy are summarized in Table 1 and Appendix 3.

**Table 1: School Neighbourhood Policy Summary**

Item	Approach
Education, Awareness & Enforcement	<p>Under the proposed policy:</p> <ul style="list-style-type: none"> <li>• Neighbourhood-specific traffic safety mapping will be provided to schools</li> <li>• Administration will continue to support programs such as Active and Safe Routes to School</li> <li>• No changes are recommended to current enforcement practices</li> </ul>
Infrastructure to Support Non-Auto Modes	<p>The proposed policy acknowledges measures or programs already in place:</p> <ul style="list-style-type: none"> <li>• The <i>Pedestrian Generator Sidewalk Program</i> provides the opportunity to fill gaps in the sidewalk network around schools.</li> <li>• The <i>Bicycle Use Master Plan</i> encourages all streets to be designed as bike-friendly streets.</li> <li>• As part of the development application process, new and redeveloped schools are required to accommodate pedestrians and cyclists.</li> </ul> <p>The proposed policy supports and encourages measures led by other organizations to encourage walking and cycling to school, including the Active and Safe Routes to School program.</p>

Item	Approach
Establishing School Areas and Zones	<p>The new policy follows <i>Transportation Association of Canada</i> guidelines by classifying streets adjacent to schools into one of three categories:</p> <ul style="list-style-type: none"> <li>• <b>School zone:</b> school warning signs with 40 km/h reduced speed limits at pick-up and drop-off times</li> <li>• <b>School area:</b> school warning signs only.</li> <li>• <b>Nothing:</b> no school warning signs.</li> </ul> <p>Classification is based on a scoring system that takes into account the following factors:</p> <ul style="list-style-type: none"> <li>• <b>Type of school:</b> elementary or secondary.</li> <li>• <b>Road classification:</b> local, collector, arterial, expressway, etc.</li> <li>• <b>Physical characteristics of the road and school grounds:</b> fencing, separation from the roadway, number and type of accesses, presence of sidewalks.</li> </ul>

Item	Approach
On-Street Traffic Safety and Operations	<p><b>School Bus Loading Zones</b></p> <p>The proposed policy formalizes Administration’s current practice of encouraging schools to accommodate school bus loading and unloading on-site when practical.</p> <p>In cases where on-street school bus loading zones are required, these are prioritized above pick-up and drop-off by parents.</p> <p>The proposed policy does not modify the current <i>Cost Sharing Construction of Bus Bays</i> policy.</p> <p>The proposed policy does not propose any restrictions to school bus routing beyond any restrictions that apply to all vehicles.</p> <p><b>Parent Pick-up &amp; Drop-off</b></p> <ul style="list-style-type: none"> <li>• No parking zones (where school bus loading zones are not provided) on the school side of school approach streets allow for momentary stopping for parent pick-up and drop-off.</li> <li>• No stopping zones on the opposite side of school approach streets discourage mid-block crossing for pick-up and drop-off.</li> <li>• Exceptions from normal parking regulations are allowed in cases where residents or businesses depend on on-street parking: <ul style="list-style-type: none"> <li>○ When affected residential properties have no off-street parking</li> <li>○ When affected business properties are served by marked on-street spaces.</li> </ul> </li> </ul>
On-Site Traffic Safety and Operations	<p>The proposed policy formalizes Administration’s current practice of encouraging schools to accommodate school bus loading and unloading on-site when practical.</p>

## Results of Preliminary Review

Within the City of Windsor, the four publicly-funded school boards currently operate 66 schools (54 elementary, 12 high schools). These 66 schools have a total of 149 school approach streets.

These 149 school approach streets were reviewed in accordance with the proposed School Neighbourhood Policy to determine appropriate sign and pavement marking treatments based on points scored. A summary of the review results is provided in Table 2. It should be noted that these results have not yet been confirmed with speed data; the proposed Policy states that in cases where a school zone (i.e. reduced speed zone) is identified based on scores but the operating speed at pick-up and drop-off times is already 40 km/h or lower, a school area (i.e. warning signs only) should be provided instead.

**Table 2: School Area and School Zone Summary**

Number of Streets	Area or Zone	Description	Examples
8	Nothing	No school warning signage or pavement markings required.	<ul style="list-style-type: none"> <li>Huron Church Road at Assumption C.H.S.</li> <li>E. C. Row Expressway at École Secondaire E.J. Lajeunesse</li> </ul>
32	School Area	Provide school warning signage only. No speed limit reduction.	<ul style="list-style-type: none"> <li>Tecumseh Road at John Campbell P.S.</li> <li>Richmond Street at Walkerville C.I.</li> </ul>
16	School Zone	Provide school zone “40 km/h when flashing” signs to reduce the speed limit at pick-up and drop-off times.	<ul style="list-style-type: none"> <li>Labelle Street at Bellewood P.S.</li> <li>Norman Road at St. Jules C.E.S.</li> </ul>
93	Area or Zone	Take any practical steps that would reduce the need for school zone signage (e.g. improved fencing or additional sidewalks), then select “area” or “zone” based on professional judgement.	<ul style="list-style-type: none"> <li>Forest Glade Drive at Eastwood P.S.</li> <li>Ducharme Street at Talbot Trail P.S.</li> </ul>

## **Implementation**

The recommended implementation plan is summarized as follows:

- **New schools:** implement all aspects of the School Neighbourhood Policy immediately as the school is constructed.
- **Redeveloped schools:** implement the School Neighbourhood Policy at the time of redevelopment to the extent that it is practical to do so.
- **Existing schools:** implement the School Neighbourhood Policy City-wide in phases.

It is recommended that a Capital Budget allocation be considered in conjunction with the upcoming 2017 Capital Budget as relates to the School Neighbourhood Policy. Based on preliminary cost estimates, implementation costs for the optimal recommended solution are approximately \$1,800,000. It is recommended that the Area/Zone scoring system be used to prioritize implementation and that based on funding and available resources, the policy be phased in as funding allows.

### **Traffic By Law 9148**

To implement the school zone provisions of the School Neighbourhood Policy, an amendment to Traffic By Law 9148 is required to allow school zone speed limits that vary by time of day. The proposed amendments to Traffic By-Law 9148 are attached as Appendix 2.

### **RISK ANALYSIS:**

A risk analysis table is provided as Appendix 4.

### **FINANCIAL MATTERS:**

The total estimated installation cost is approximately \$1,800,000 if implemented in full as recommended and would require approving additional capital budget funding or a reallocation of existing funding approved in principle as part of the current 5-year capital plan. To provide a conservative cost estimate, all locations identified as “Area or Zone” have been budgeted as school zones. The majority of those costs are related to the controllable flashing signs recommended as part of the optimal solution (estimated at approximately \$15,000 per street location). Costs could be significantly reduced by using more traditional signage. Those service vs. cost decisions will be part of the annual budget competition for the available budget funds.

This installation cost assumes implementation with existing resources; the process could be expedited through the use of contractors if council allocated the required funding and wished to expedite the process.



On-going Traffic Operations costs for the maintenance of the related signs and pavement markings are estimated at approximately \$130,000 per year and would put upward pressure on the property tax levy or reduce funding from other existing needs. It should be noted that since the Corporation does not currently have “40 km/h when flashing” school zone signs, the estimate of maintenance costs should be considered a preliminary estimate that will be refined over time based on actual maintenance costs as they arise.

Administration recommends that implementation of the School Neighbourhood Policy be referred to the 2017 Budget.

Installation of the parking regulation signs is not anticipated to increase maintenance costs beyond the budget already allocated, since the parking regulation signs installed under the *School Neighbourhood Policy* would generally be replacing existing signs.

**CONSULTATIONS:**

The project tech team consisted of the following members. The project tech team members participated in project meetings and provided comments on interim deliverables and the draft and final School Neighbourhood Policy:

<b>Department/Organization</b>	<b>Member</b>
Windsor Police Service	S/Sgt. Daniel Shannon
	Barry Horrobin
Planning	Michael Cooke
Traffic Operations	John Wolf
Maintenance/Contracts	Phong Nguy
Engineering	Wesley Hicks

The School Liaison Committee was briefed on the draft School Neighbourhood Policy at its February 11, 2016 meeting. Following this meeting, the draft Policy was circulated to Committee members for review and comment. Comments received are provided as Appendix 5 and Appendix 6.

**CONCLUSION:**

Administration recommends that the proposed School Neighbourhood Policy, attached as Appendix 1, be adopted.

**PLANNING ACT MATTERS:**

N/A

## **APPROVALS:**

<b>Name</b>	<b>Title</b>
Josette Eugeni	Manager, Transportation Planning
Cindy Becker	Financial Planning Administrator
Dwayne Dawson	Executive Director of Operations & Deputy City Engineer
Mark Winterton	City Engineer
Joe Mancina	Chief Financial Officer & City Treasurer
Onorio Colucci	Chief Administrative Officer

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Gabrielle McMillan, Windsor Essex Student Transportation Services		<a href="mailto:gabrielle@buskids.ca">gabrielle@buskids.ca</a>
Stacy Manzerolle Manager – Healthy Schools Windsor Essex County Health Unit	1005 Ouellette Ave Windsor ON N9A 4J8	<a href="mailto:smanzerolle@wechu.org">smanzerolle@wechu.org</a>
<i>Project mailing list (provided to Clerks)</i>		

#### **APPENDICES:**

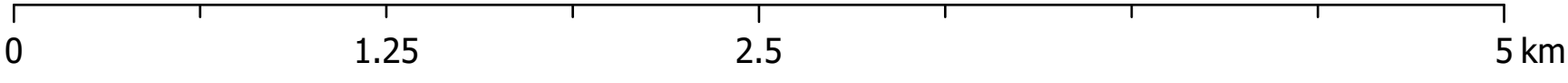
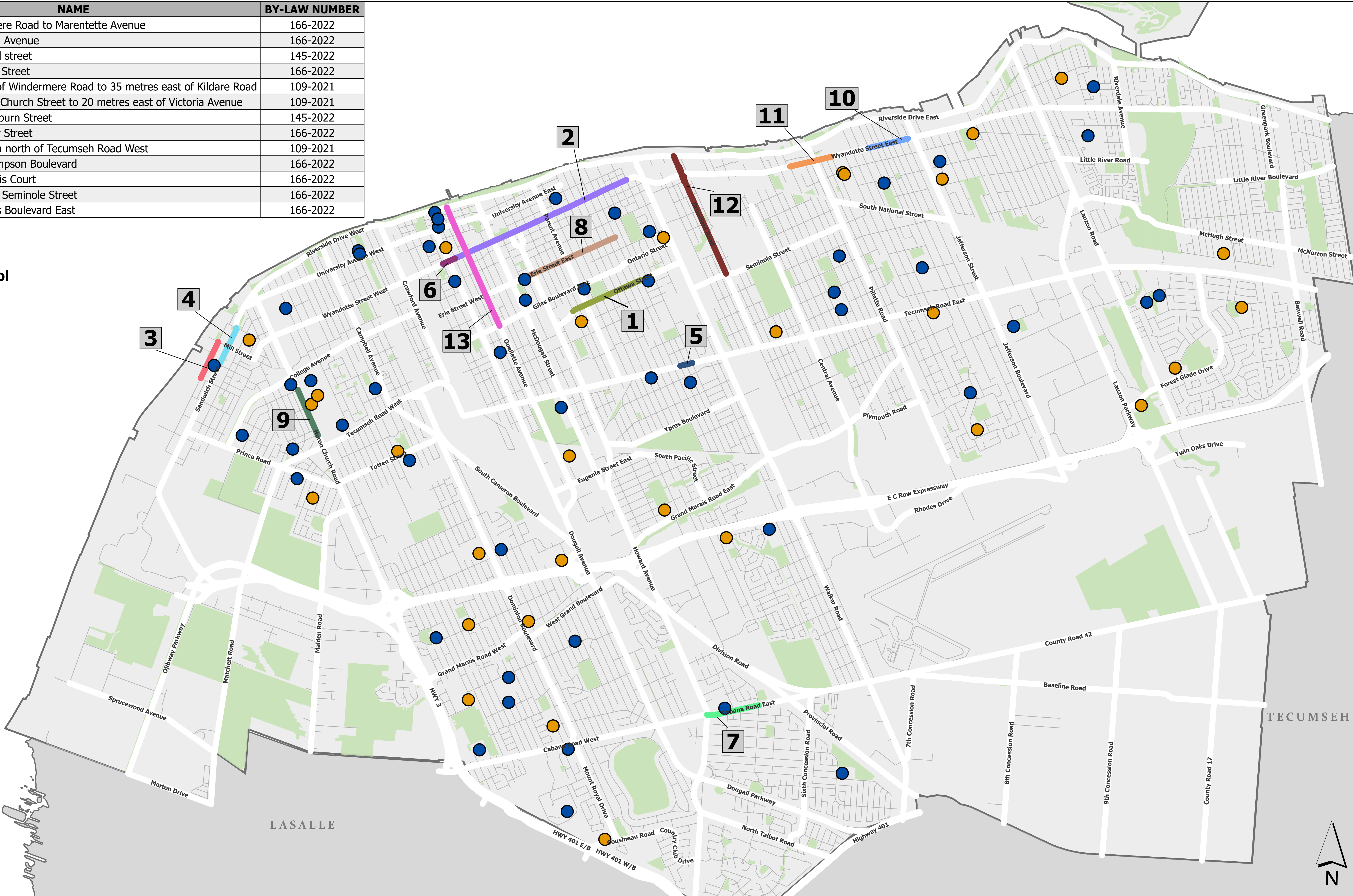
- 1 School Neighbourhood Policy (proposed)
- 2 By-Law Amendments
- 3 Policy Summary
- 4 Risk Table
- 5 Comments on Draft Policy - School Boards and WESTS
- 6 Comments on Draft Policy - Conseil Scholaire Viamonde

**Clerk's Note:** Administration submitting the attached memo dated August 8, 2016 as additional information.

# Community Safety Zones in Windsor

SYMBOL	NAME	BY-LAW NUMBER
1	20m west of Windermere Road to Marentette Avenue	166-2022
2	Argyle Road to Dougall Avenue	166-2022
3	Chippawa Street to Mill Street	145-2022
4	Detroit Street to Brock Street	166-2022
5	From 10 metres west of Windermere Road to 35 metres east of Kildare Road	109-2021
6	From 7 metres east of Church Street to 20 metres east of Victoria Avenue	109-2021
7	Howard Avenue to Holburn Street	145-2022
8	Lincoln Road to Mercer Street	166-2022
9	Millen Street and 180m north of Tecumseh Road West	109-2021
10	Orchard Grove to Thompson Boulevard	166-2022
11	Raymo Road to Francois Court	166-2022
12	Riverside Drive East to Seminole Street	166-2022
13	Riverside Drive to Giles Boulevard East	166-2022

- Catholic School
- Public School





Committee Matters: SCM 72/2025

**Subject: Zoning By-Law Amendment – Z003-25 (ZNG/7275) - Ahmad Zrabah–  
1550-1576 Randolph Ave, Ward 10**

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

Decision Number: **DHSC 702**

THAT Zoning By-law 8600 **BE AMENDED** by changing the zoning of Lots 544 AND 545 on PLAN 973 and Part 21, Plan 12R23215, situated on the east side of Randolph Ave, north of Algonquin Street, known municipally as 1550 Randolph Avenue (1576 Randolph Avenue), by adding a site-specific exception to Section 20(1) as follows:

**525. EAST SIDE OF RANDOLPH AVENUE, NORTH OF ALGONQUIN STREET**

For the lands comprising of LOTS 544 AND 545 on PLAN 973 and Part 21, Plan 12R23215, one *Semi-Detached Dwelling* shall be an additional permitted *main use* and the following additional provision shall apply to an additional permitted main use:

- a. Gross Floor Area – maximum 471.0 m<sup>2</sup>  
(ZDM 4; ZNG/7275)

Carried.

Councillor Kieran Mckenzie was absent from the meeting when the vote was taken on this matter.

Report Number: S 8/2025  
Clerk's File: Z/14923

**Clerk's Note:**

1. The recommendation of the Development & Heritage Standing Committee and Administration are the same.
2. Please refer to Item 7.1 from the Development & Heritage Standing Committee held on March 3, 2025.
3. To view the stream of this Standing Committee meeting, please refer to:  
<https://csg001-harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20250303/-1/10546>

**Subject: Zoning By-Law Amendment – Z003-25 (ZNG/7275) - Ahmad Zrabah– 1550-1576 Randolph Ave, Ward 10**

**Reference:**

Date to Council: March 3, 2025  
Author: Diana Radulescu  
Planner II – Development Review  
(519) 255-6543 x 6918  
dradulescu@citywindsor.ca  
Planning & Building Services  
Report Date: 2/11/2025  
Clerk's File #: Z/14923

**To:** Mayor and Members of City Council

**Recommendation:**

THAT Zoning By-law 8600 BE AMENDED by changing the zoning of Lots 544 AND 545 on PLAN 973 and Part 21, Plan 12R23215, situated on the east side of Randolph Ave, north of Algonquin Street, known municipally as 1550 Randolph Avenue (1576 Randolph Avenue), by adding a site-specific exception to Section 20(1) as follows:

**525. EAST SIDE OF RANDOLPH AVENUE, NORTH OF ALGONQUIN STREET**

For the lands comprising of LOTS 544 AND 545 on PLAN 973 and Part 21, Plan 12R23215, one *Semi-Detached Dwelling* shall be an additional permitted *main use* and the following additional provision shall apply to an additional permitted main use:

- a. Gross Floor Area – maximum 471.0 m<sup>2</sup>  
(ZDM 4; ZNG/7275)

**Executive Summary:**

N/A

**Background:**

**Application Information**

**Municipal Address:** 1576 Randolph Avenue

**Ward:** 10

**Planning District:** South Cameron

**Zoning District Map:** 4

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

**Owner:** Ahmad Zrabah

**Proposal:**

The applicant is proposing to construct a two-storey semi-detached dwelling with two additional dwelling units (ADUs) in the basement, for a total of four dwelling units. The applicant is requesting a site-specific provision to allow for one new semi-detached dwelling as an additional permitted use with reduced minimum front yard depth of 4.2m. The proposal adheres to other relevant provisions of Zoning By-law 8600. Four parking spaces are proposed accessible from Randolph Avenue. The applicant intends to sever along the common building wall in the future. The subject land is currently vacant.

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

**Site Information**

<b>Official Plan</b>	<b>Zoning</b>	<b>Current Use</b>	<b>Previous Use</b>
Residential	Residential District 1.2 (RD1.2)	Vacant land	Vacant land
<b>Lot Frontage</b>	<b>Lot Depth</b>	<b>Lot Area</b>	<b>Lot Shape</b>
18.28 m	32.55 m	595.00 m <sup>2</sup>	Rectangular
<i>All measurements are provided by the agent and are approximate.</i>			



Figure 1: Key Map



KEY MAP - Z-003/25, ZNG/7275

● SUBJECT LANDS

**Figure 2: Neighbourhood Map**



NEIGHBOURHOOD MAP - Z-003/25, ZNG/7275



SUBJECT LANDS

**Neighbourhood:**

Site images are provided in Appendix E.

The subject parcel is surrounded by low-profile residential uses to the east, south and west. Commercial, manufacturing uses, as well as low profile residential uses are located on Tecumseh Road West to the north.

There are several parks and recreational opportunities nearby including Superior Park 360 m to the southeast, Bridgeview Park 800 m to the north and, Treehouse Park 1 km

to the south. The Adie Knox Herman Arena is 2 km to the north and the Capri Pizzeria Recreation Complex is 4 km to the south.

There are several educational and childcare opportunities located nearby including the École Élémentaire Catholique Saint-Edmond 330 m to the southeast, West Gate Public School and Delta Chi Early Childhood Centre 700 m to the north and Westview Freedom Academy 460 m to the northwest.

The nearest library is the Windsor Public Library's Bridgeview Branch 630 m to the north.

The Detroit River Tunnel Company Railway is located approximately 830 m to the east. Randolph Avenue is classified as a Local Residential Road per *Schedule F: Roads and Bikeways* and has two travel lanes with curbs on both sides and sidewalks on the east side. Street parking is available on an alternating schedule basis for each side.

[The City of Windsor Active Transportation Master Plan](#) (ATMP) identifies this section of Randolph Avenue as medium priority on the "Sidewalk Improvements Required". Active transportation infrastructure in the form of bikes lanes is not available on Randolph Avenue. The South Cameron Secondary Plan identifies this section of Randolph Avenue as a bikeway (Schedule SC-2: Road Network). The Windsor ATMP does not identify proposed bike infrastructure on this section of Randolph Avenue.

Public transit is available via the Central 3 route along Tecumseh Road West. The closest existing bus stop to this property is located on Tecumseh at Randolph Southwest Corner. This bus stop is approximately 265 metres from this property falling within Transit Windsor's 400 metre walking distance guidelines to a bus stop. This will be maintained with Transit Windsor's City Council approved Transit Master Plan.

The site may be serviced by a 250mm sanitary sewer and a 375mm sewer located within Randolph Avenue right-of-way.

**Figure 3: Subject Parcel – Rezoning**



PART OF ZONING DISTRICT MAP 4

N.T.S.

**REQUESTED ZONING AMENDMENT**

Applicant: Ahmad Zrabah

 SUBJECT LANDS

PLANNING & BUILDING DEPARTMENT



DATE : JANUARY, 2025  
FILE NO. : Z-003/25, ZNG/7275

**Discussion:**

The parcel at 1576 Randolph Avenue is the result of a consent decision from 2022, which has since expired. The applicant has now met the condition on the consent decision and intends to sever the parcel from 1550 Randolph in the future. The rezoning application (and proposed development) is concerning the 1576 Randolph Avenue parcel only.

## **Planning Rationale Report (Pillon Abbs Inc. – January 12, 2025)**

The Planning Rationale Report (PRR), attached as Appendix D to Report S 8/2025, notes that *“the proposed development will be limited to a 2 storey, low profile building, which is a compatible density for the Site and with the surrounding area.”* and that *“the proposal represents a cost-effective development pattern that minimizes land consumption and servicing costs.”* The PRR further notes that *“residential use on the Site represents an efficient development pattern that optimizes the use of land.”*

The PRR concludes that *“the proposed development is suitable, consistent with the PPS, conforms to the intent and purpose of the OP and ZBL, and represents good planning.”* The Planning Department generally concurs with the PRR.

## **Provincial Planning Statement (2024)**

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

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

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

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

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

The proposed semi-detached dwelling represents a housing option that will meet the various requirements of current and future residents, is a type of residential intensification, and promotes the efficient use of land, resources, and infrastructure, and supports active transportation. While active transportation options are not currently proposed in the Windsor ATMP, transit options are available and will be maintained in this neighbourhood. The proposed amendment is consistent with Policy 2.2 and Policy 2.3.1.

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

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

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

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

### **City of Windsor Official Plan**

The subject property is located within the South Cameron Planning District in *Schedule A – Planning Districts & Policy Areas* of Volume I and within the South Cameron Secondary Plan in Chapter 4, Volume II of the Official Plan.

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

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

The South Cameron Secondary Plan (“the Plan”) provides direction for the development of the South Cameron Planning District designated on *Schedule A: Planning Districts &*

*Policy Areas* in Volume I: The Primary Plan. The development concept for the Plan is proposed to be “a largely residential community distinguished by natural environmental features and environmentally friendly infrastructure” (Section 4.4). The subject land is designated low profile residential as per *Schedule SC-1: Development Concept*. Section 4.7.1.4 defines low profile residential uses as single detached and semi-detached dwellings only.

The proposed amendment to Zoning By-law 8600 will conform to the general policy direction of the South Cameron Secondary Plan and the City of Windsor Official Plan. Planning and Development Services generally concurs with the Official Plan analysis in Section 5.1.2 of the PRR submitted by the Applicant (Appendix D).

### **Zoning By-Law 8600**

The subject land is zoned Residential District 1.2 (RD1.2) which only permits an existing semi-detached dwelling (along with other permitted main uses). The applicant is requesting a rezoning to permit one new semi-detached dwelling as an additional permitted use.

The applicant is also requesting a site specific provision for reduced front yard depth of 4.219 m from 6.0 m. The applicant’s calculation of front yard depth is from the front lot line to the stairs to the basement units, which are considered encroachments into a yard as per Section 5.30.10.20. For this reason, the Planning Department considers the proposed front yard depth to be measured to the building edge, which would be 6.1 m thereby meeting the front yard depth requirement and not requiring a site specific provision.

The Planning Rationale Report noted a gross floor area (GFA) of 257.35 m<sup>2</sup>. The zoning review (Appendix F) noted a GFA of 470.5 m<sup>2</sup>. Site specific provision a) provides for a GFA that is in line with the Planning Department’s analysis.

The Applicant’s request for a change in zoning with site-specific provisions is supported in principle. Section 5.1.3 of the Planning Rationale Report (Appendix D) outlines that, other than the requested variance for reduced front yard depth, the proposed development complies with all other applicable zoning provisions. Planning and Development Services is of the opinion that there are no adverse impacts as a result of the proposed development.

### **Site Plan Control**

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

### **Risk Analysis:**

N/A

## **Climate Change Risks**

### **Climate Change Mitigation:**

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

### **Climate Change Adaptation:**

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

### **Financial Matters:**

N/A

### **Consultations:**

A virtual Open House was held on August 26, 2024. Notification of this meeting was distributed to residents and property owners within 200m of the subject site. In addition to the Applicant, applicant representatives and City Staff, 9 residents attended the open house. Details of the Open House are summarized in Section 3.2 of the PRR (Appendix D).

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

### **Conclusion:**

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

The proposed amendment permits a semi-detached dwelling with four units which is compatible with existing uses in the surrounding neighbourhood. The proposed development represents an incremental increase in density and provides an opportunity



for residential intensification, while also supporting a complementary form of housing located near multimodal transportation options.

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

**Planning Act Matters:**

*Diana Radulescu*  
Planner II – Development Review

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

*Greg Atkinson, MCIP, RPP*  
Deputy City Planner – Development

*Neil Robertson, MCIP, RPP*  
City Planner

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

JP JM

**Approvals:**

Name	Title
Diana Radulescu	Planner II – Development Review
Greg Atkinson	Deputy City Planner - Development
Neil Robertson	City Planner
Aaron Farough	Senior Legal Counsel
Jelena Payne	Commissioner of Economic Development
Janice Guthrie acting for Joe Mancina	Chief Administrative Officer

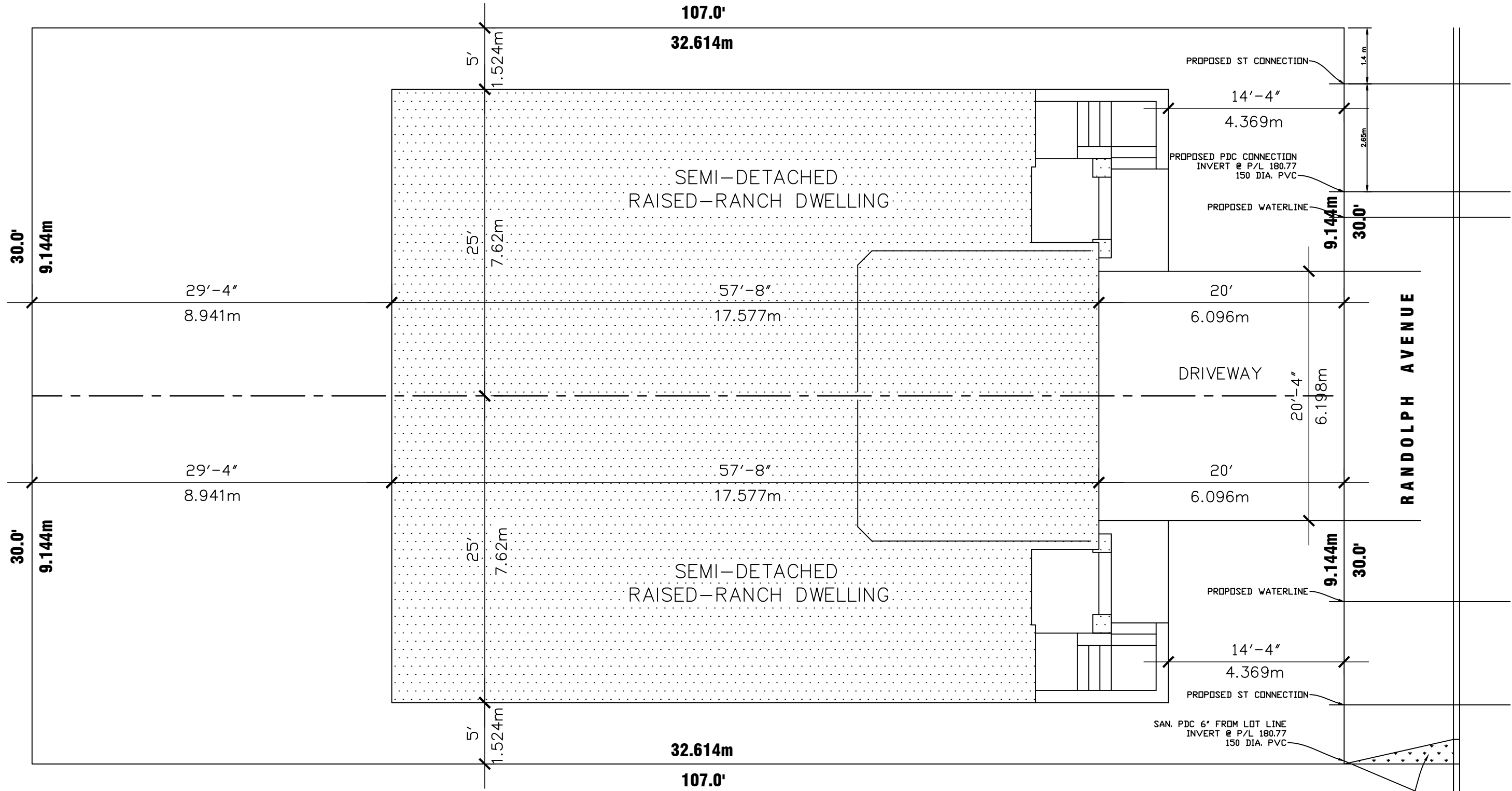
**Notifications:**

Name	Address	Email
Property owners and tenants within 200 m of the subject lands		

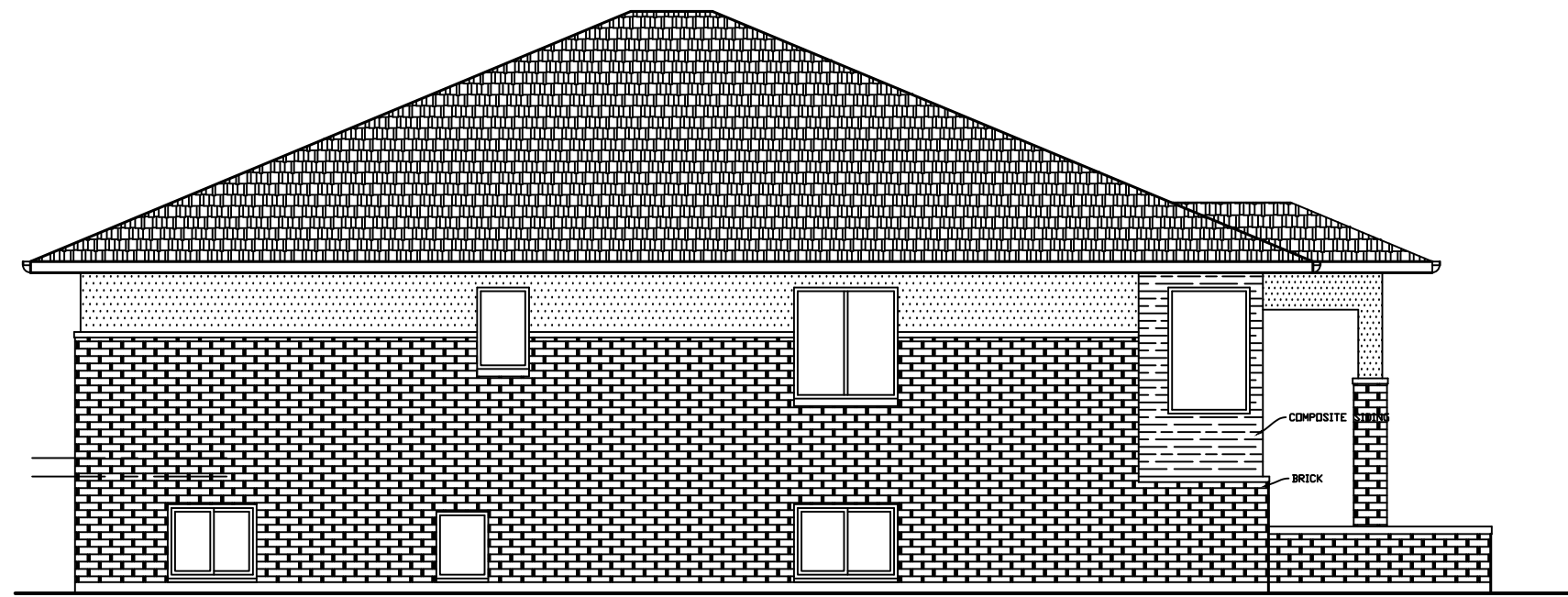
**Appendices:**

Appendix A - Conceptual Site Plan

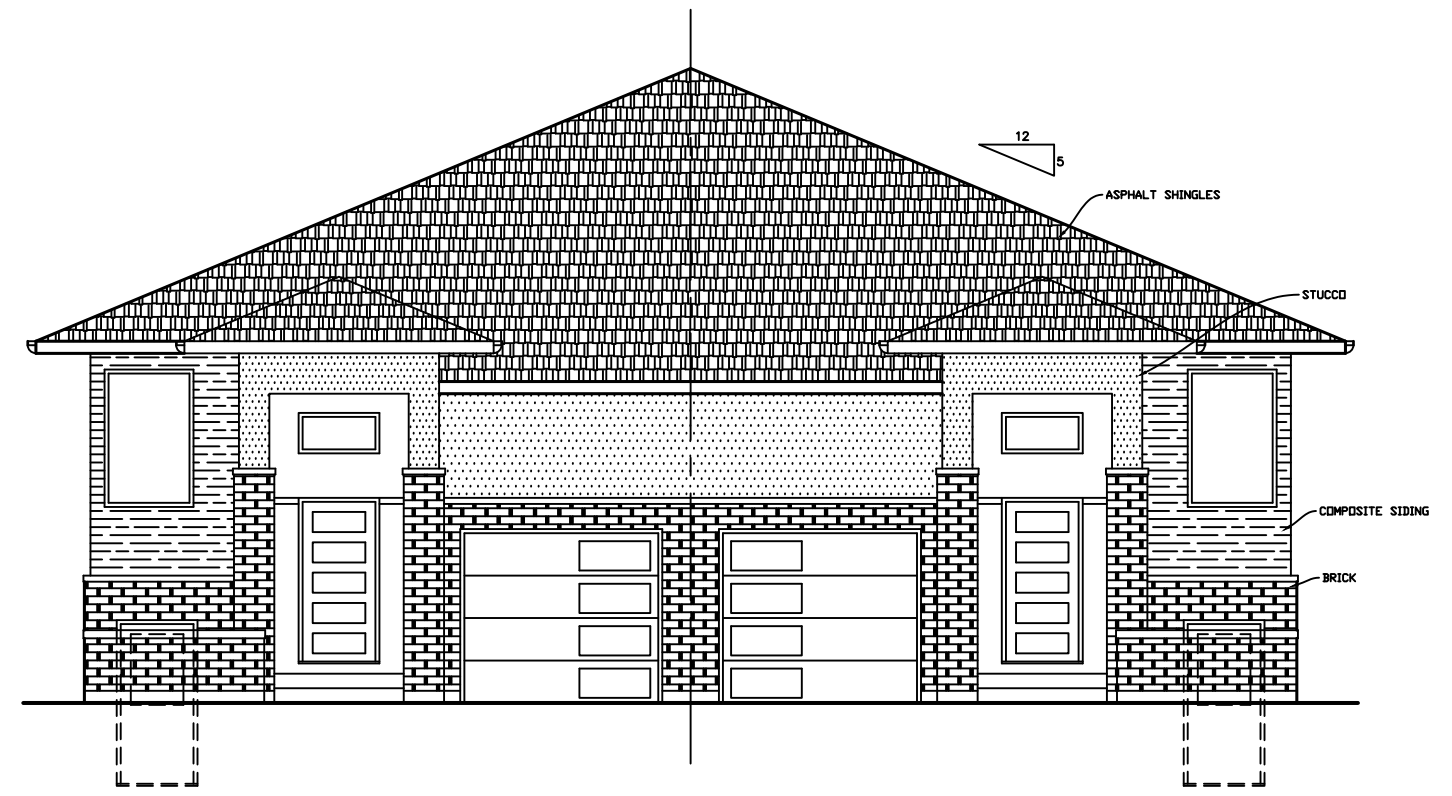
Appendix B - Conceptual Elevations  
Appendix C - Conceptual Floor Plans  
Appendix D - Planning Rationale Report  
Appendix E – Site Photos  
Appendix F – Consultation Comments



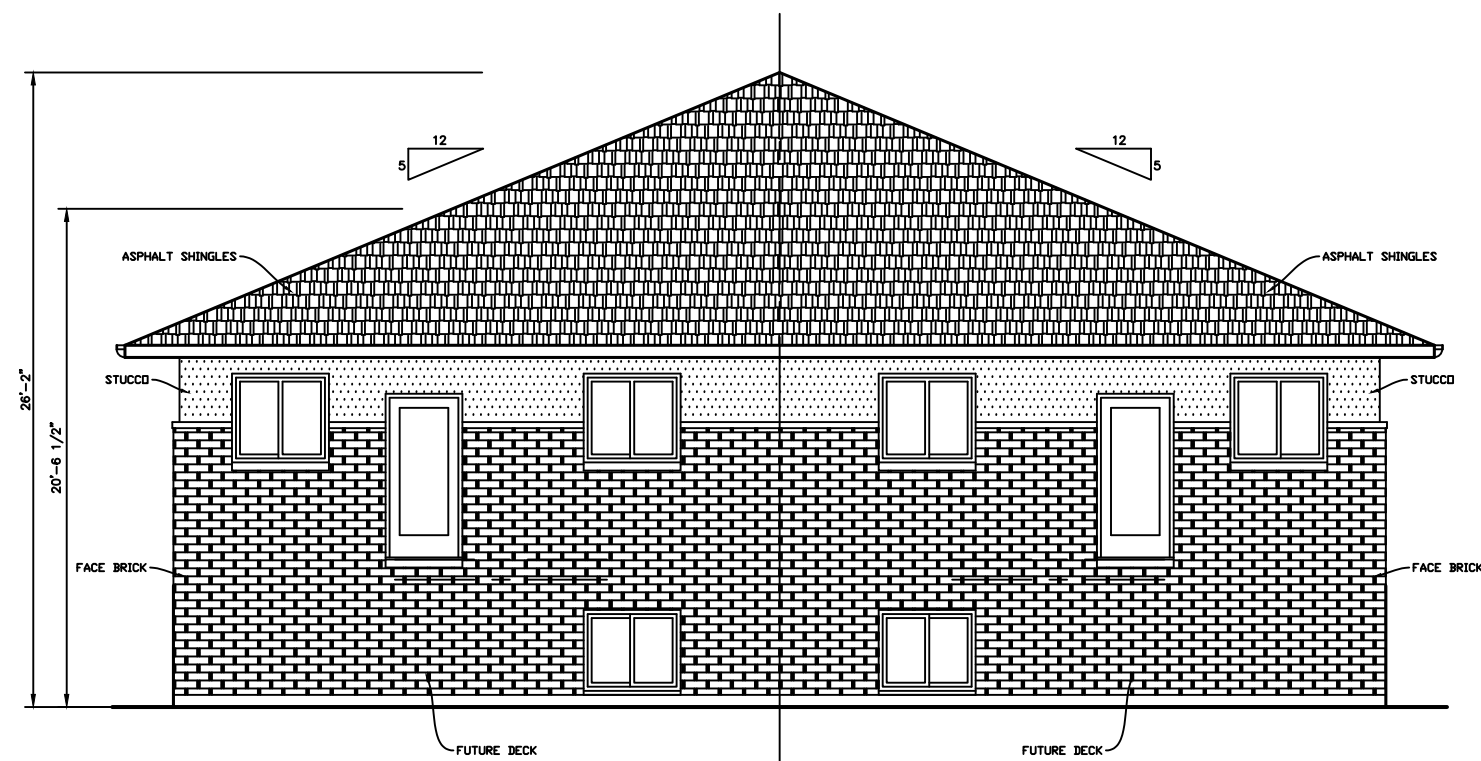
<b>LOT AREA</b>	<b>6420.0 SF</b>	<b>596.44 SM</b>
<b>GROSS FLOOR AREA</b>	<b>2750.00 SF</b>	<b>255.48 SM</b>
<b>COVERED PORCH</b>	<b>91.4 SF</b>	<b>8.49 SM</b>
<b>TOTAL COVERAGE</b>	<b>2841.4 SF</b>	<b>263.97 SM</b>
<b>LOT COVERAGE</b>	<b>44.26 %</b>	



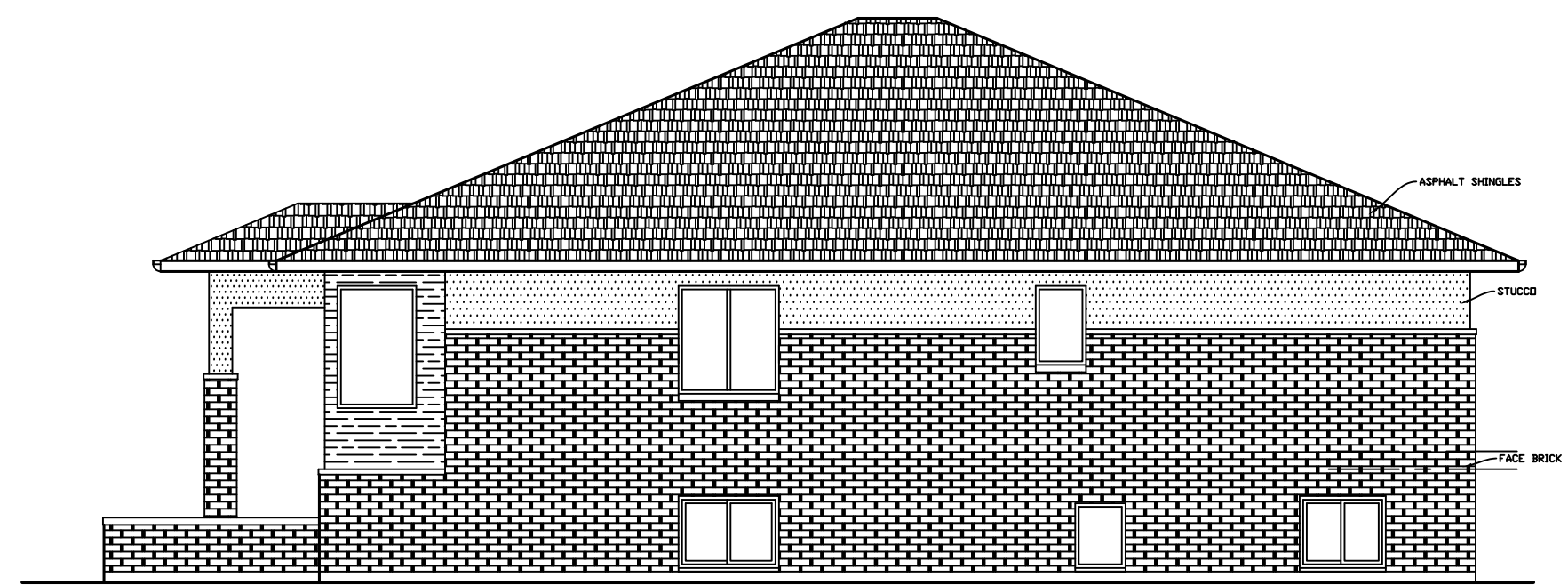
LEFT ELEVATION



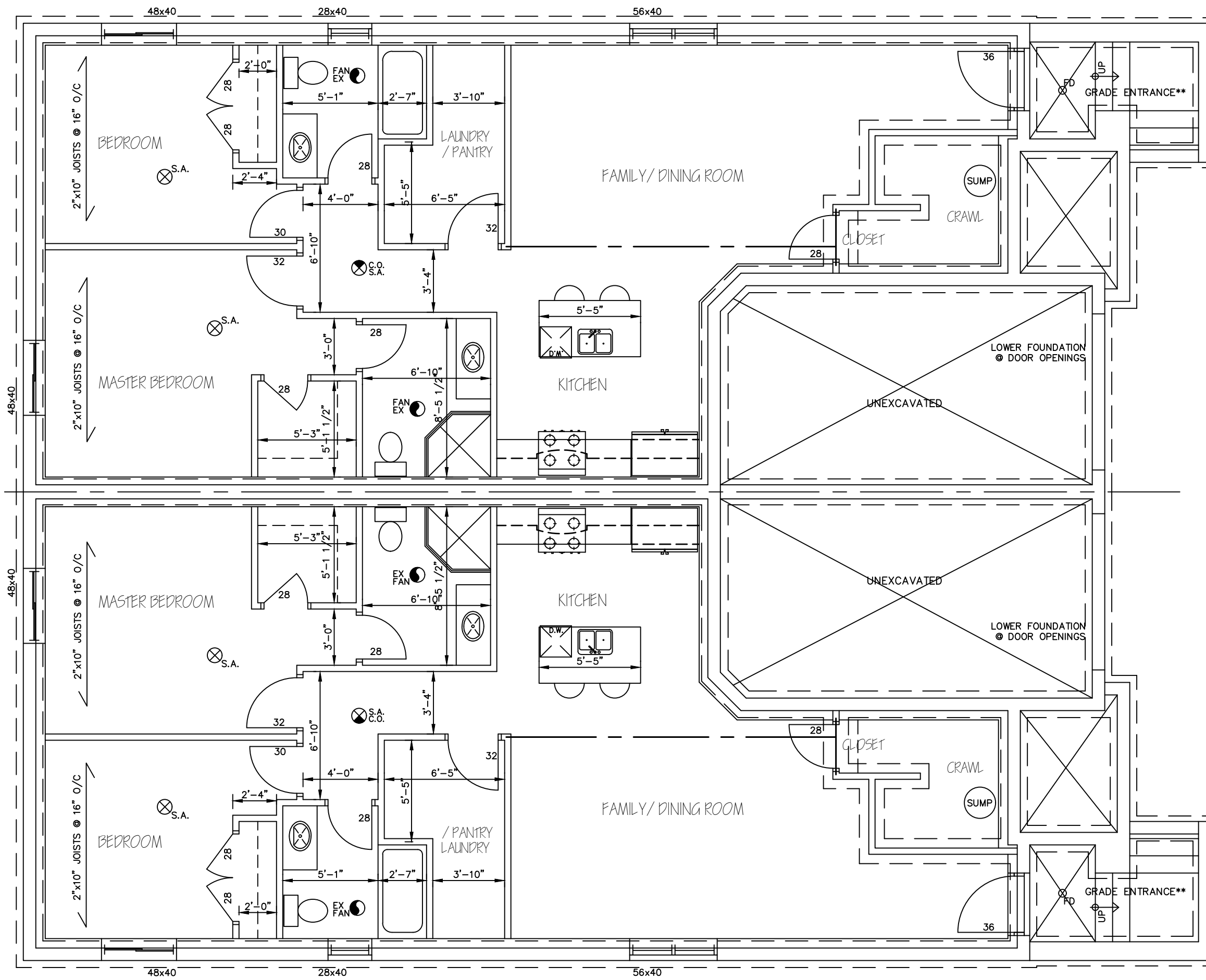
FRONT ELEVATION



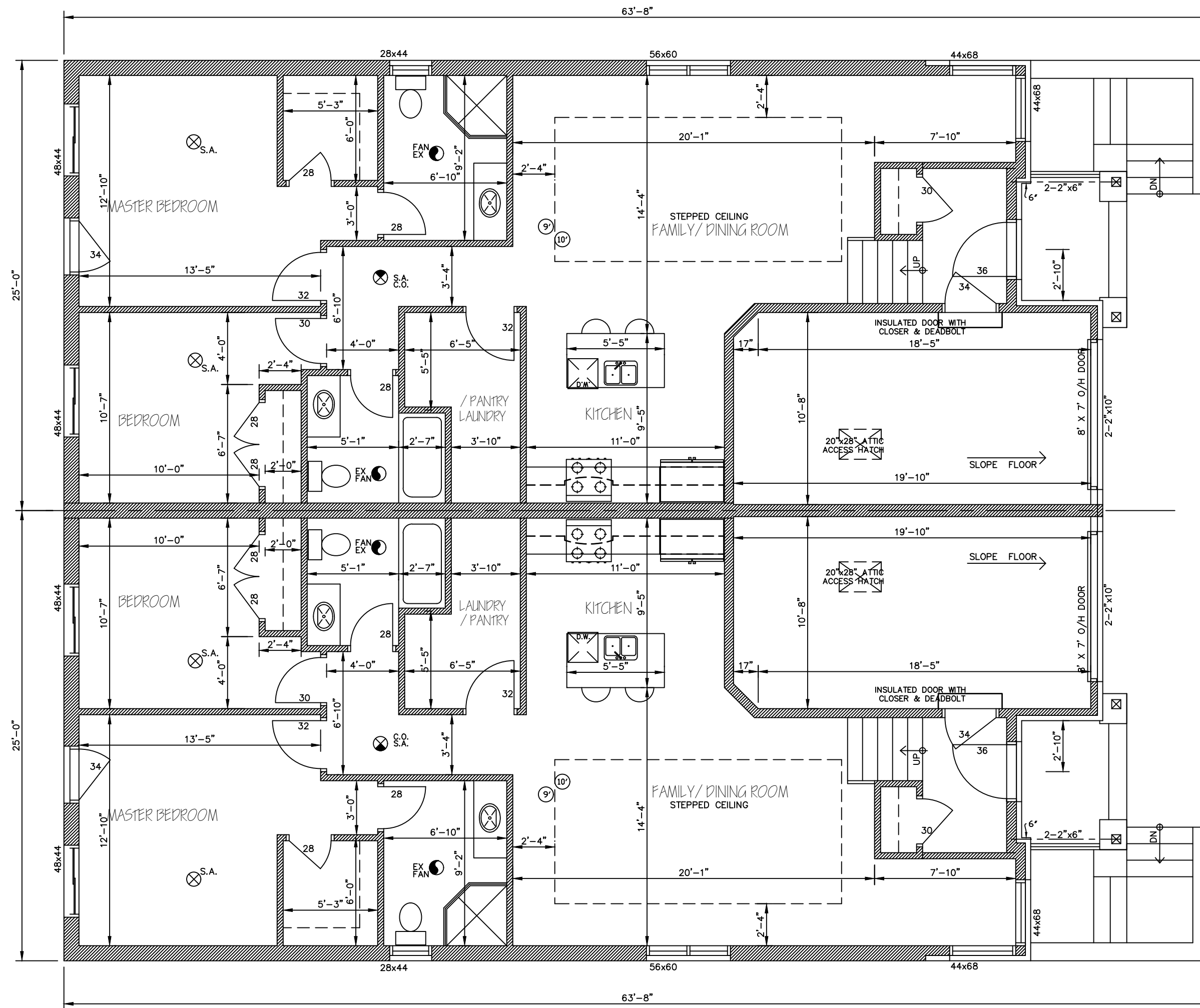
BACK ELEVATION



RIGHT ELEVATION



**FLOOR AREA 1158 SF - EACH SIDE**



**FLOOR AREA 1158 SF - EACH SIDE**

# PLANNING RATIONALE REPORT

## ZONING BY-LAW AMENDMENT PROPOSED RESIDENTIAL DEVELOPMENT

1576 Randolph Avenue  
City of Windsor, Ontario

January 12, 2025

Prepared by:



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

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# 1.0 INTRODUCTION

I have been retained by Baraa Zrabah (herein the "Applicant") to provide a land use Planning Rationale Report (PRR) in support of a proposed development to be located at 1576 Randolph Avenue (herein the "Site") in the City of Windsor, Province of Ontario.

The Site, in Ward 10 (South Cameron 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 Randolph Avenue, north of Algonquin Street and south of Tecumseh Road West.

It is proposed to construct a new two (2) storey (9.0 m max) semi-detached dwelling. Each semi-detached dwelling will have an Additional Dwelling Unit (ADU) in the basement. A total of four (4) residential dwelling units are proposed.

The tenure of each semi-detached dwelling will be individually owned and the ADU will be a rental.

Parking for a total of 4 vehicles will be provided in the front yard on private driveways (and in garages), with access from Randolph Avenue.

A private garage is proposed for each semi-detached dwelling.

The Site has access to full municipality services.

The proposed development will provide a new affordable housing choice in an existing neighbourhood.

Infilling 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.

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. Once the common wall is constructed and surveyed, the Applicant will then apply to sever the semi-detached dwelling along the common wall.

Pre-consultation (stage 1) was completed by the Applicant (City File #PC-047/24). Comments dated May 22, 2024, have been reviewed and incorporated into this PRR.

Pre-submission (stage 2) was completed by the Applicant (City File #PC-103/24). Comments dated December 2, 2024, have been reviewed and incorporated into this PRR.

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

This PRR will show that the proposed development is suitable, 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 was created by severance in 2022 (B-032/22), with conditions pending.

The former alleyway at the rear of the Site has been closed and merged with the subject lands.

The Site is located on the east side of Randolph Avenue, north of Algonquin Street and south of Tecumseh Road West (see the area in red on Figure 1 – Site Location).

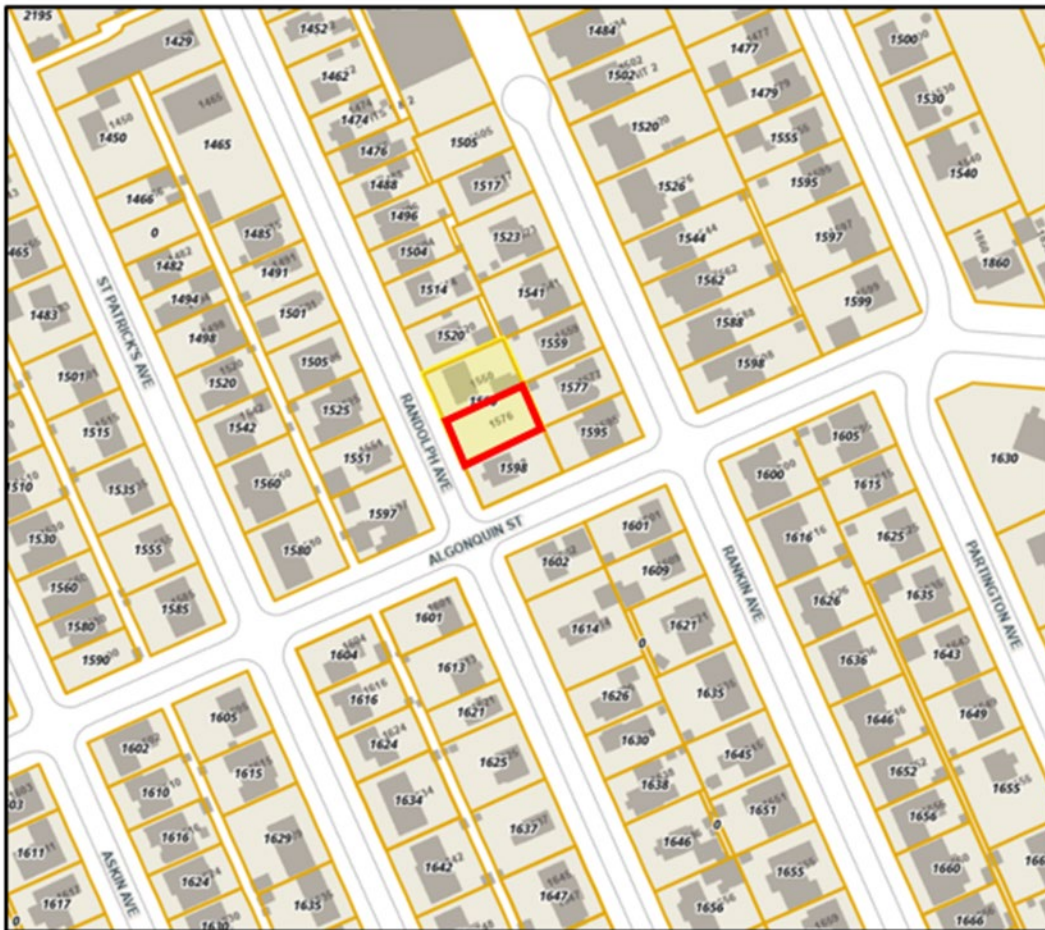


Figure 1 – Site Location (Source: Windsor GIS)

The Site is part of the Cameron Planning District and Secondary Plan and is located in the City of Windsor Ward 10.

1576 Randolph Ave, Windsor, Ontario

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

Address	Legal Description	PIN	ARN	Owner	Purchased Date
1576 Randolph Ave	LT 542 PL 973 SANDWICH WEST; LT 543 PL 973 SANDWICH WEST; LT 544 PL 973 SANDWICH WEST; LT 545 PL 973 SANDWICH WEST; WINDSOR	01214-0360 (LT)	080-610-15000	Ahmad Zrabah	2022
Alley	PART ALLEY PL 973 SANDWICH WEST (CLOSED BY CE305773) DESIGNATED AS PARTS 20 & 21 PL 12R23215; WINDSOR S/T EASE IN GROSS OVER PARTS 20 & 21 PL 12R23215 AS IN CE307333	01214-0544 (LT)	N/A	Ahmad Zrabah	2022

## 2.2 Physical Features of the Site

### 2.2.1 Size and Site Dimension

The total Site, subject to the proposed development, consists of a total area of 595.0 m<sup>2</sup> (0.059 h), with 18.28 m along Randolph Avenue and a depth of 32.55 m.

There are several different lot sizes and frontages in the area.

### 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 with some trees.

There are no City owned trees on this property.

### 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 the perimeter of the Site.

### **2.2.6 Municipal Services**

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

The Site has access to transit and major roadways.

### **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 that is currently in transition.

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

A site visit was conducted, and photos were taken on June 10, 2023, by Pillon Abbs Inc.

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



Photo 1 – North

**South (along Randolph Ave and Algonquin St)** – The lands directly south of the Site, are used for residential use (see Photo 2 - South).



Photo 2 – South

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



Photo 3 – East



**West (along Randolph Ave)** – The lands directly west of the Site are used for residential use (see Photo 4 - West).



Photo 4 – West

# 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 two (2) storey (9.0 m) semi-detached dwelling. Each semi-detached dwelling will have an Additional Dwelling Unit (ADU) in the basement. A total of four (4) residential dwelling units are proposed.

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

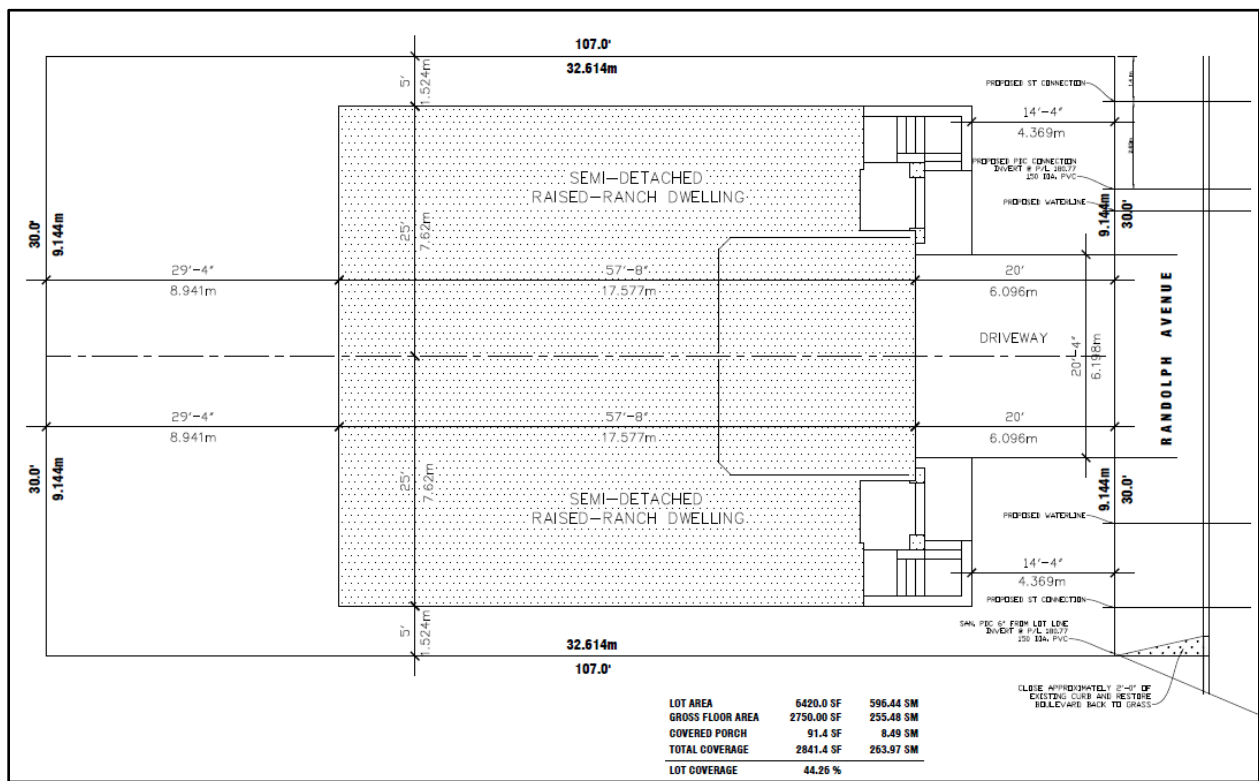


Figure 2a –Concept Plan

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

The gross floor area of the proposed dwelling will be 257.35 m2.

The total lot coverage proposed is 43.94%.

The proposed height is 9.0 m.

The tenure of each semi-detached dwelling will be individually owned and the ADU will be a rental. Based on the size of the Site (0.059 ha) and the number of units (4), the proposed development will result in a gross density of 37.80 units per hectare (uph).

Conceptual elevations of the proposed dwelling have been prepared (see Figure 2b – Elevations).



Figure 2b – Conceptual Elevations

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

The proposed semi-detached dwelling will face Randolph Avenue.

The building will be a raised ranch style residential dwelling.

Access to the proposed building will be from the front of the units. There is a front porch proposed.

It is proposed that each unit will have 2-3 bedrooms.

Accessibility of units will be addressed at the time of the building permit.

Landscaping and amenity space will be provided.

Parking for a total of 4 vehicles will be provided in the front yard on private driveways (and in garages), with access from Randolph Avenue.

A private garage is proposed for each semi-detached dwelling.

The refuse (garbage and recycling) will be located in the individual units and taken out to the curb on collection days.

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, August 26, 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 156 owners and tenants were notified, which represents a 200 m radius from the Site.

In addition to the Applicant, representatives and City Staff there were 9 residents who attended the open house.

The following is a summary of the comments and questions received, along with the responses provided.

Topic Item	Comments and Questions	Response
Compatible	Not the same as other dwellings in the area.  Only single detached dwellings in the area.  This is not a good fit.  A single detached dwelling would be better on this Site.	The proposed development will be limited to a 2 storey, low profile building, which is a compatible density for the Site and with the surrounding area.  Compatible does not need to be the same. It has to just live in harmony.
Density	The Mayor does not support 4 units.	This pertains to the CMHC funding incentives.  There is no 'as of right' for 4 units.  ZBA would be required and assessed on a case-by-case basis.

<b>Topic Item</b>	<b>Comments and Questions</b>	<b>Response</b>
Tenure	There are no other rentals in the area.  This will be just for students.	Policies support a complementary range of housing forms and tenures in all neighbourhoods.
Site Selection	This will not build a strong community.  Church and schools have closed.  This will create precedence.  There are other sites better than this one.  This should be located downtown where there are more vacant buildings.  This should go in low income areas of the City.	The proposed use will offer a new housing choice.  The Site provides for infilling and intensification.
Affordability	This will not be affordable.	The price will be competitive to the market.
Garbage	There will be bins everywhere.  I do not want to see more bins.	The refuse (garbage and recycling) will be located in the individual units and taken out to the curb on collection days.
Parking	Major issue.  On street parking will be taken up by residents and visitors.  People will have to be asked to move their cars.  This will create congestion.  Based on the number of bedrooms, you need to plan for 16 parking spaces.  Can you reduce the number of bedrooms?	The minimum requirement is 4 parking spaces.  Parking is based on units and not bedrooms.  Discussion on if the building is moved back, could it help increase parking area for more parking spaces.  There is no access to the rear for parking and it would remove amenity space.

Topic Item	Comments and Questions	Response
	There should be rear yard parking.	
Driveways	Numbers are in the driveways.  What size is the driveway?	The proposed driveway will be 6.045 m long and 6.198 m wide.
Mature Neighbourhood	This is an established neighbourhood and should be protected.  The neighbourhood is not meant for this type of development.	The City OP does not identify the area as a mature neighbourhood.
Taxes	We want the City to stop development.  People should have the right to stop paying their taxes development is allowed.  Taxes are too high now.	There is no evidence that taxes will go down or up.
Property Maintenance	The grass does not get cut.	Not a planning matter.
ADU	How are they permitted?	ADU 'as of right' are allowed on every urban parcel of land (total of 3 units).  The request is only for 1 more dwelling
Lot size	Is the lot big enough?	Yes, the lot width and area comply with the ZBL.
Landscaping	Is there enough?	Yes, lot coverage complies with the ZBL.
Garages	I applied for a garage and was turned down because of lot coverage.  How is this allowed?	The ZBA is to request a semi-detached dwelling as an additional permit use.
Traffic	There are speeders in the area.  Need a four way stop at Randolph.	Subject to the City to review.
Housing Crisis	The City does not need any more housing.	The City needs to provide for an appropriate range and mix of housing options and densities to meet projected

<b>Topic Item</b>	<b>Comments and Questions</b>	<b>Response</b>
	The mental health crisis is more important than housing.	market-based and affordable housing needs of current and future residents.
Property Value	The value of homes will decrease.  This will not make the neighbourhood better.  It will make the neighbourhood unattractive.	There is no evidence that values will go down or up.
Housing Choice	Multi generation is not interested in this type of development.	The Applicant is proposing to live in the unit with a family member.  Providing a new housing choice will offer an opportunity for someone to get started or someone to downsize in a neighbourhood that they love.
OLT	The appeal is not fair.  Neighbour's opinions should matter.  The population is powerless.	This is a provincial requirement.
Petition	One is coming.	Noted.
Timelines	If approved, how soon would construction start.	The ZBA process was explained.
OBC	This is not part of the OBC and would not be supported.	OBC would apply at the building stage.
Infrastructure	This will impact water pressure.  There is flooding issues in the area.  Is there capacity.	To be addressed at the time of the building permit.

## **4.0 APPLICATION AND STUDIES**

Pre-consultation (stage 1) was completed by the Applicant (City File #PC-047/24). Comments dated May 22, 2024, have been reviewed and incorporated into this PRR.

Pre-submission (stage 2) was completed by the Applicant (City File #PC-103/24). Comments dated December 2, 2024, have been reviewed and 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 the Residential District 1.2 (RD1.2) category, as shown on Map 4 of the City of Windsor Zoning By-law #8600.

It is proposed to further amend the zoning to Residential District 1.2 (RD1.2 - S.20(1)(XXX)) category to permit one (1) new semi-detached dwelling 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. Once the common wall is constructed and surveyed, the Applicant will then apply to sever the semi-detached dwelling along the common wall.

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

### **4.3 Supporting Studies**

There was no support studies required as part of the ZBA submission.



## 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 as it is close to nearby amenities.  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"> <li>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</li> <li>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;</li> </ol> <p>c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and</p> <p>d) requiring transit-supportive development and prioritizing intensification, including</p>	<p>Site is located near local amenities.</p> <p>The Site offers an opportunity for intensification and infilling.</p> <p>The proposed density is appropriate for the Site.</p> <p>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	The proposed development provides an infill opportunity for a vacant parcel of land.

PPS Policy #	Policy	Response
	housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.	The Site was always intended for residential development.  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	The proposed development will be serviced by municipal

PPS Policy #	Policy	Response
	are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.	sewer, water and storm, which is the preferred form of servicing for settlement areas.
4.1.1 – Natural Heritage	Natural features and areas shall be protected for the long term.	There are no natural heritage features that impact the Site.
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 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 South Cameron Planning Centre District on Schedule A: Planning Districts & Policy Areas of the OP.

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

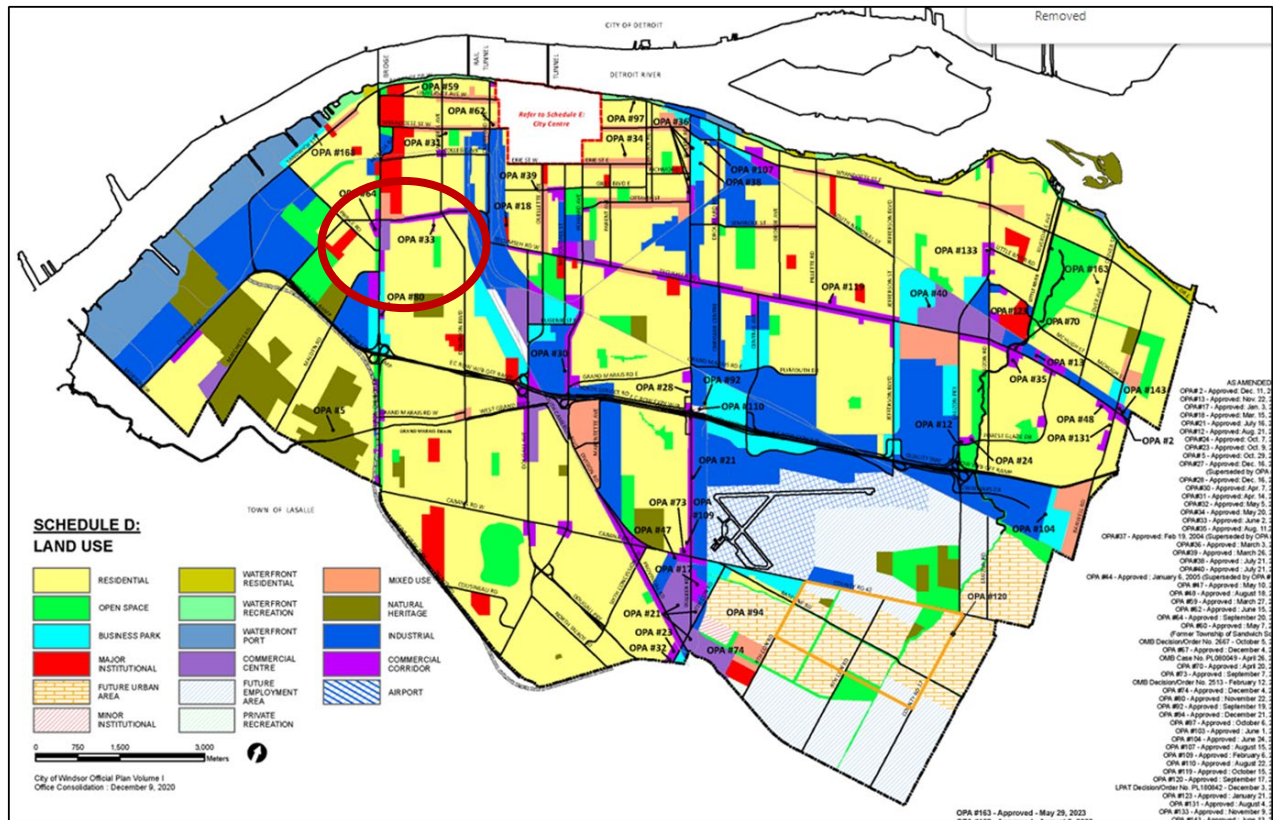


Figure 3 – OP

The Site is also impacted by the following:

- Schedule B: Greenway System – Located on a bikeway (Randolph Avenue)

1576 Randolph Ave, Windsor, Ontario

- Schedule C-1: Development Constraint Areas: Archaeological Potential – Designated within “Low Archaeological Potential
- Schedule F: Roads & Bikeways – Located on a Local Residential road (Randolph Avenue)

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

<b>OP Policy #</b>	<b>Policy</b>	<b>Response</b>
3.2.1.2 – Development Strategy	Encouraging a range of housing types will ensure that people have an opportunity to live in their neighbourhoods as they pass through the various stages of their lives.	The proposed residential development supports one of the City's overall development strategies of providing for a range of housing types.
4.0 – Healthy Community	The implementing healthy community policies are interwoven throughout the remainder of the Plan, particularly within the Environment, Land Use, Infrastructure and Urban Design chapters, to ensure their consideration and application as a part of the planning process.	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 City's residential needs.  Existing semi-detached dwellings are a permitted use. A new semi-detached dwelling is proposed.
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>choice in an existing neighbourhood.</p> <p>The proposed semi-detached dwelling is suited for the needs of future residents.</p> <p>The Site is pedestrian friendly and close to nearby amenities and major roadways.</p>
6.2.1.2 - General Policies, Type of Development Profile	<p>For the purpose of this Plan, Development Profile refers to the height of a building or structure. Accordingly, the following Development Profiles apply to all land use designations on Schedule D: Land Use unless specifically provided elsewhere in this Plan: (a) <b>Low Profile developments are buildings or structures generally no greater than three (3) storeys in height;</b> (b) Medium Profile developments are buildings or structures generally no greater than six (6) storeys in height; and (c) High Profile developments are buildings or structures generally no greater than fourteen (14) storeys in height.</p>	<p>The proposed development is considered low profile.</p>
6.3.1.1 - Residential	<p>To support a complementary range of housing forms and tenures in all neighbourhoods.</p>	<p>The proposed semi-detached will complement the existing neighbour.</p>
6.3.1.2	<p>To promote compact neighbourhoods which encourage a balanced transportation system.</p>	<p>The proposed development is close to major roadways.</p>
6.3.1.3	<p>To promote residential redevelopment, infill and intensification initiatives in locations in accordance with this plan.</p>	<p>The proposed development will provide for infilling and intensification.</p>

OP Policy #	Policy	Response
6.3.2.1 – Permitted Uses	Uses permitted in the Residential land use designation identified on Schedule D: Land Use include <b>Low Profile</b> , and Medium Profile dwelling units. High Profile Residential Buildings shall be directed to locate in the City Centre, Mixed Use Centres and Mixed Use Corridors.	The proposed development is considered low profile.
6.3.2.3 – Types of Low Profile Housing	For the purposes of this Plan, Low Profile housing development is further classified as follows: (a) small scale forms: single detached, <b>semi-detached</b> , duplex and row and multiplexes with up to 8 units; and (b) large scale forms: buildings with more than 8 units.	Semi-detached dwellings, which are considered small-scale, are permitted.  As of right, a total of 3 units are permitted on any urban parcel of land. It is proposed to request a total of 4 units, which is just 1 additional unit.  A 2 storey semi will maintain the same max height (9.0 m) as a single detached dwelling.
6.3.2.4 – Locational Criteria	Residential intensification shall be directed to the Mixed Use Nodes and areas in proximity to those Nodes. Within these areas Medium Profile buildings, up 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. <b>New residential development and intensification shall be located where:</b> (a) There is access to a collector or arterial road; (b) Full municipal physical services can be provided; (c) Adequate community services and open spaces are available or are	The Site is close to major roadways, has access to full municipal services, is close to nearby amenities and is close to transit.

OP Policy #	Policy	Response
	planned; and (d) Public transportation service can be provided.	
6.3.2.5 – Evaluation Criteria (existing neighbourhood)	<p>At the time of submission, the proponent shall demonstrate to the satisfaction of the Municipality that a proposed residential development within an area having a Neighbourhood development pattern is:</p> <p>(a) feasible having regard to the other provisions of this Plan, provincial legislation, policies and appropriate guidelines and support studies for uses:</p> <p>(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.</p> <p>(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</p>	<p>This PRR has evaluated the PPS in Section 5.1.1.</p> <p>There are no constraint areas that impact the Site.</p> <p>There are no adjacent nuisances.</p> <p>There is no known contamination.</p> <p>Traffic generation is not anticipated to have any significant impact.</p> <p>There are no heritage resources on or near the Site. There are no secondary plans that impact the Site.</p> <p>The proposed development is compatible with the existing neighbourhood.</p> <p><b>Existing</b> semi-detached dwellings are a permitted use. A <b>new</b> semi-detached dwelling is proposed.</p> <p>Only minor relief from the RD1.2 (lot frontage) is being requested to allow the proposed dwelling type.</p> <p>The proposed building height will be similar to a single detached dwelling.</p> <p>The massing of the development has been</p>

OP Policy #	Policy	Response
	<p>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>carefully designed to emulate the scale of the existing structures and the surrounding context.</p> <p>The building will be oriented to face Randolph Ave, similar to the existing built environment.</p> <p>Lot area and lot frontages in the area vary in size.</p> <p>The Site is capable of accommodating the proposed development in terms of scale, massing, height, and siting.</p> <p>The Site is not in a mature neighbourhood, as shown on Schedule A-1.</p> <p>Off-street parking is provided.</p> <p>Amenity areas and landscaping will be provided.</p> <p>Full municipal and emergency services are available.</p> <p>No transition between uses is required as part of the building design.</p>
7.0 - Infrastructure	<p>The provision of proper infrastructure provides a safe, healthy and efficient living environment. In order to accommodate transportation and physical service needs in Windsor, Council is committed to ensuring that infrastructure is provided in a sustainable, orderly and coordinated fashion.</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
4.7.1.1. South Cameron Secondary Plan – Low Profile Residential, Permitted Uses	<p>In areas designated <b>Low Profile Residential</b> and Medium/High Profile Residential on Schedule SC-1, minor institutional uses such as elementary schools, day nurseries and places of worship, and neighbourhood commercial uses such as minor retail, service and office facilities are permitted subject to the following:</p> <p>such uses are intended to serve the needs of the residents;</p> <p>(b) they are permitted only where there is a demonstrated need;</p> <p>(c) the amenities of adjoining residential areas are preserved through adequate separation and landscaping, adequate off-street parking and properly located vehicular access;</p> <p>(d) they are permitted only on sites fronting collector roads;</p> <p>(e) the site shall be regular in shape and buildings shall be of comparable height and shape to adjacent development; and</p> <p>(f) such uses shall require site plan approval pursuant to the Planning Act.</p>	<p>The Site is located in a Low Profile Residential area.</p> <p>The proposed use will offer a new housing choice.</p> <p>The proposed development is permitted.</p> <p>Amenities and parking are provided.</p> <p>Does front on Randolph Ave.</p> <p>The shape and size of the Site does not change.</p> <p>The proposal does not require SPC approval.</p>

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

### 5.1.3 Zoning By-law

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

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

According to Map 4 attached to the ZBL the Site is currently zoned Residential District 1.2 (RD1.2) category (see Figure 4 – ZBL).

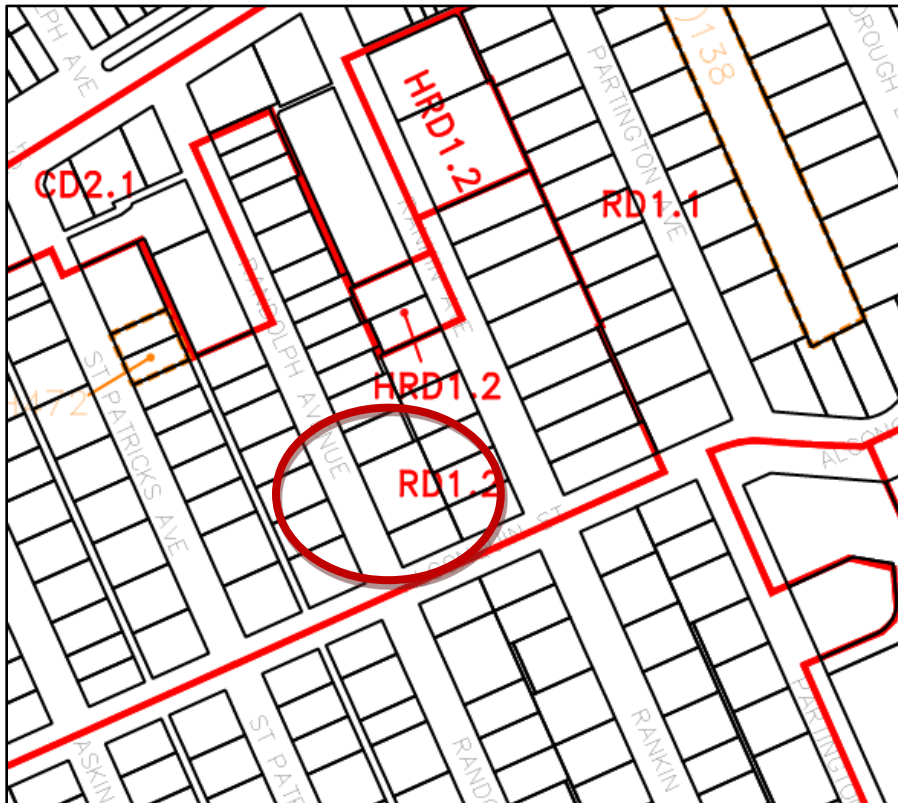


Figure 4 – ZBL

It is proposed to further amend the zoning to Residential District 1.2 (RD1.2 - S.20(1)(XXX)) category to permit one (1) new semi-detached dwelling as an additional permitted use with site specific relief.

*SEMI-DETACHED DWELLINGS means one dwelling divided vertically into two dwelling units by a common interior wall having a minimum area above grade of 10.0 sq. m., and may include, where permitted by Section 5.99.80, up to two additional dwelling units.*

A review of the RD1.2 zone provisions, as set out in Section 10.2 of the ZBL is as follows:

Zone Regulations (10.2.5)	Required RD1.2 Zone (Semi-Detached Dwelling)	Proposed	Compliance and/or Relief Requested with Justification
Permitted Uses	Existing Duplex Dwelling <b>Existing Semi-Detached Dwelling</b> One Single Unit Dwelling Any use accessory to the preceding uses	one (1) new semi-detached dwelling	<p>Subject to the ZBA.</p> <p>The proposed development is compatible with the existing neighbourhood.</p> <p>No transition between uses is required in the building design.</p> <p>The proposed building height will comply.</p> <p>As of right, a total of 3 units are permitted on any urban parcel of land. It is proposed to request a total of 4 units, which is just 1 additional unit.</p> <p>A 2 storey semi will maintain the same max height (9.0 m) as a single detached dwelling.</p>
Lot Width – minimum	15.0 m	18.28 m	Complies
Lot Area – minimum	450.0 m <sup>2</sup>	595.0 m <sup>2</sup>	Complies
Lot Coverage – maximum	45.0%	43.94 %	Complies
Main Building Height - maximum	9.0 m	<9.0 m	Complies
Front Yard Depth – minimum	6.0 m	6.045 m from the garage  4.216 m from the covered porch	Relief is requested.  Extra setback is provided in the rear yard.

Zone Regulations (10.2.5)	Required RD1.2 Zone (Semi-Detached Dwelling)	Proposed	Compliance and/or Relief Requested with Justification
			Relief will allow the new building to be in line with the existing buildings.  Only the front porch requires the relief.
Rear Yard Depth – minimum	7.50 m	17.577 m	Complies
Side Yard Width – minimum	1.20 m	1.20 m	Complies
Gross Floor Area – main building – maximum	400 m <sup>2</sup>	257.35 m <sup>2</sup>	Complies
Parking Requirements - minimum 24.20.5.1	Semi-detached dwelling - 1 for each dwelling unit  <b>Total required = 2</b>	4	Complies
Parking Requirements - minimum 5.99.80.1	ADU - 1 for the 1 <sup>st</sup> and 2 <sup>nd</sup>  <b>Total required = 2</b>	2	Complies
Dwelling – Semi-Detached & Townhomes - Additional Provisions (Section 5.23.1)	For a dwelling unit in a semi-detached dwelling or in a townhome dwelling, a <b>door that opens to the rear yard</b> shall be located a minimum of 1.20 m from the centreline of the common wall between the dwelling units.	N/A – no door that opens to the rear yard	Complies



Zone Regulations (10.2.5)	Required RD1.2 Zone (Semi-Detached Dwelling)	Proposed	Compliance and/or Relief Requested with Justification
Dwelling – Semi-Detached & Townhomes - Additional Provisions (Section 5.23.5)	<p>When a lot on which a semi-detached dwelling or townhome dwelling has been erected and is subsequently severed by a common interior lot line that separates the dwelling units, for each dwelling unit the following additional provisions shall apply:</p> <p>1 Lot Width – minimum – equal to the width of the dwelling unit plus any exterior side yard <b>as existing at the time of the lot severance</b></p> <p>2 Lot Area – minimum – <b>as existing at the time of the lot severance</b></p> <p>3 Lot Coverage – Total – maximum – 50% of lot area</p> <p>7 An interior side yard shall not be required along the common interior lot line for that part of the dwelling unit</p>	TBD	Complies

Zone Regulations (10.2.5)	Required RD1.2 Zone (Semi-Detached Dwelling)	Proposed	Compliance and/or Relief Requested with Justification
	lawfully existing at the time of the lot severance		

Therefore, the proposed development will comply with all zone provisions set out in the RD1.2 Zone except for the following, which requires site-specific relief:

- 1. decrease the minimum front yard setback from 6.0 m to 4.216 m.*

## **6.0 SUMMARY AND CONCLUSION**

### **6.1 Context and Site Suitability Summary**

#### **6.1.1 Site Suitability**

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

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

#### **6.1.2 Compatibility of Design**

The proposed development will be limited to a 2 storey, low profile building, which is a compatible density for the Site and with the surrounding area.

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

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

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.

Existing semi-detached dwellings are a permitted use. A new semi-detached dwelling is proposed.

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

As of right, a total of 3 residential dwelling units are permitted on any urban parcel of land. It is proposed to request a total of 4 units (2 on each lot), which is just 1 additional unit.

A 2 storey semi-detached dwelling will maintain the same max height (9.0 m) as a single detached dwelling.

#### **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 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 that sustain the financial well-being of the City.

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

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

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

There are no cultural heritage resources that impact the Site.

## **6.2 Conclusion**

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

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

**Planner's Certificate:**

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

  
**Tracey Pillon-Abbs, RPP**  
**Principal Planner**



**APPENDIX E- SITE PHOTOS**



View of subject land (1576 Randolph Avenue)



View of Randolph Avenue (opposite from subject land)



View of Randolph Avenue (looking north)



View of Randolph Avenue (looking south).

## APPENDIX D – CONSULTATION

### WINDSOR FIRE – MICHAEL COSTE

No issue with fire

### TRANSIT WINDSOR – JASON SCOTT

Transit Windsor has no objections to this development. The closest existing transit route to this property is with the Central 3. The Central 3 has a peak weekday frequency of 30 minutes. The closest existing bus stop to this property is located on Tecumseh at Randolph Southwest Corner. This bus stop is approximately 260 metres from this property falling within Transit Windsor's walking distance guidelines of 400 metres to a bus stop. This will be maintained with Transit Windsor's City Council approved Transit Master Plan.

### HERITAGE PLANNING – TRACY TANG

There is no apparent built heritage concern with this property, and it is not located within an Archaeological Potential Zone (APZ) (as per the recently adopted Windsor Archaeological Management Plan, 2024; OPA 181; and updated 2024 archaeological potential model OP Volume I Schedule C-1). Nevertheless, the Applicant should be notified of the following archaeological precaution.

1. Should archaeological resources be found during grading, construction or soil removal activities, all work in the area must stop immediately and the City's Planning & Building Department, the City's Manager of Culture and Events, and the Ontario Ministry of Citizenship and Multiculturalism must be notified and confirm satisfaction of any archaeological requirements before work can recommence.
2. In the event that human remains are encountered during grading, construction or soil removal activities, all work in that area must be stopped immediately and the site secured. The local police or coroner must be contacted to determine whether or not the skeletal remains are human, and whether the remains constitute a part of a crime scene. The Local police or coroner will then notify the Ontario Ministry of Citizenship and Multiculturalism and the Registrar at the Ministry of Government and Consumer Services if needed, and notification and satisfactory confirmation be given by the Ministry of Citizenship and Multiculturalism.

#### Contacts:

Windsor Planning & Building Department:

519-255-6543 x6179, ttang@citywindsor.ca, planningdept@citywindsor.ca

Windsor Manager of Culture and Events (A):

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

Ontario Ministry of Citizenship and Multiculturalism

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

Windsor Police: 911

Ontario Ministry of Government & Consumer Services

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



**ENWIN**

**HYDRO ENGINEERING: Keegan Morency Kendall**

No Objection, provided adequate clearances are achieved and maintained.

Please note the following.

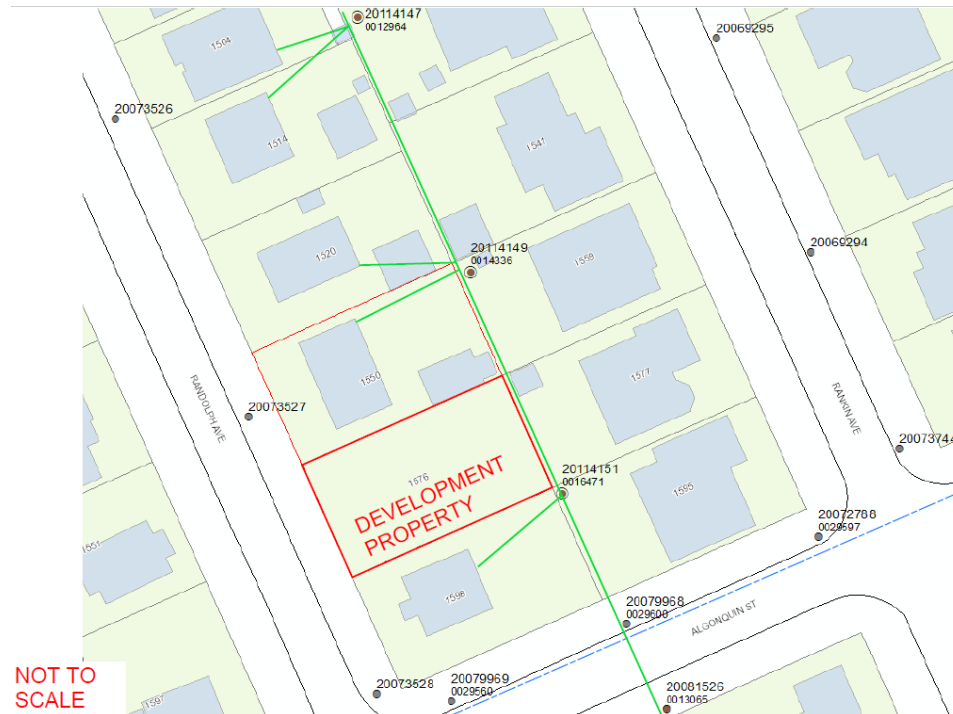
- 1- ENWIN has a pole line at the rear of the development property.
- 2- ENWIN has single phase 120/240V overhead secondary conductors at the rear of the development property.

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

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

**WATER ENGINEERING: Bruce Ogg**

ENWIN Water has no objections.



**CANADA POST – BRUNO DESANDO**

Canada Post has no comments for the attached application.  
Mail delivery will be via door to door delivery for the new development.

## ZONING COORDINATOR – CONNER O’ROURKE

- **Current Zoning Designation:** Residential District 1.2 (RD1.2)
- **Proposed Zoning Designation:** Residential District 1.2 (RD1.2) with site specific provision to add Semi-Detached Dwelling as a permitted use
  
- **Existing Use:**
  - o Vacant
  
- **Proposed Use:**
  - o Semi-detached dwelling
  - o Site Specific requestion – not permitted in current zoning district
  
- **Section 5 – General Provisions**
  - o Encroachment into a Yard [5.30.10]
    - Below Grade Entrance Pad/Steps Max Encroachment into Required Front Yard
    - 2.50m (Required)
    - 1.75m (Provided)
  
- **Section 10.2 – Residential District 1.2**
  - o Minimum Lot Width:
    - 15.0m (Required)
    - 18.3m (Provided)
  - o Minimum Lot Area:
    - 450.0m<sup>2</sup> (Required)
    - 596.0m<sup>2</sup> (Provided)
  - o Maximum Lot Coverage:
    - 45.0% (Required)
    - 44.3% (Provided)
  - o Maximum Main Building Height:
    - 9.0m (Required)
    - 9.0m (Provided)
  - o Minimum Front Yard Depth:
    - 6.0m (Required)
    - 6.1m (Provided)
  - o Minimum Rear Yard Depth:
    - 7.50m (Required)
    - 8.94m (Provided)
  - o Minimum Side Yard Width:
    - 1.20m (Required)
    - 1.52m (Provided)
  - o Maximum Gross Floor Area – Main Building: [10.2.5.10]
    - 400m<sup>2</sup> (Required)
    - 470.5m<sup>2</sup> (Provided)
  
- **Section 20 – Site Specific Zoning Exemptions:** - not applicable
  
- **Section 24 – Parking, Loading, and Stacking Provisions:**
  - o Required Number of Parking Spaces
    - 4 (Required)
    - 4 (Provided)

- **Section 25 – Parking Area Provisions** – not applicable

## **TRANSPORTATION PLANNING – ELARA MEHRILLOU**

### **Land Conveyance**

Not Applicable.

### **Corner Cut-Off**

Not Applicable.

### **Sidewalk**

Not Applicable.

### **Parking**

All parking must comply with ZBL 8600; otherwise, a parking study is required.

### **Transportation Impact Study**

Not Applicable.

### **Access**

All accesses shall conform to the TAC Geometric Design Guide for Canadian Roads and the City of Windsor Standard Engineering Drawings AS-542A.

### **Exterior Path**

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

### **Other Comments**

Not Applicable.

## **DEVELOPMENT ENGINEERING – JUAN PARAMO**

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

**Sewers** The site may be serviced by a 250mm sanitary sewer and a 375mm sewer located within Randolph 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.

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

The level of service for the sanitary sewer system in this neighborhood is not expected to experience any significant degradation as a result of this development.

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

If you have any further questions or concerns, please contact Jaegar King, of this department at [jking@citywindsor.ca](mailto:jking@citywindsor.ca)

## **RIGHT-OF-WAY – ADAM PILLON**

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### **Required Drawing Revisions:**

1. **Driveway Approaches** – Do not conform to City of Windsor Standards, which must be constructed with straight flares and no raised curbs within the right-of-way.
  - Modify as per Standard Engineering Drawing AS-222.
  - Must remove existing curb cut and reinstate curb as per AS-208
2. **Sewer Connections** – All existing and proposed storm, sanitary and water services must be identified on the drawings, as well as the associated mainline sewers/water mains.
  - Modify drawings to include all sewer connections and water services.
  - Identify any redundant connections to be abandoned in accordance with Engineering Best Practice BP1.3.3.

### **Right-of-Way Permit Requirements:**

**Driveway Approaches** – The Owner further agrees that driveway approaches shall be constructed in such width and location as shall be approved by the City Engineer, with straight flare driveway approaches and no raised curbs within the right-of-way. The Owner shall have the option of constructing said driveway approaches as follows:

1. Residential Property
  - a. Concrete in accordance with City of Windsor Standard Drawing AS-222
  - b. Remove existing curb cut and reinstate curb as per AS-208

**Sewer Connections** – The site is serviced by a 250mm sanitary sewer and a 375mm sewer located within the Randolph Ave Street right-of-way. All existing and proposed storm, sanitary and water services must be identified on the drawings, as well as the associated mainline sewers/water mains.

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

If you have any further questions or concerns, please contact Thomas Huynh, of this department at [thuynh@citywindsor.ca](mailto:thuynh@citywindsor.ca).

## **LANDSCAPE & URBAN DESIGN – HODA KAMELI**

With landscape architecture and urban design lens, I suggest planting at least 1 tree at the front yard.



Committee Matters: SCM 73/2025

**Subject: Rezoning – Dr. Bhan Garg - 7100 Cantelon Drive - Z-039/24 ZNG/7252 - Ward 8**

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

Decision Number: **DHSC 703**

THAT Zoning By-law 8600 **BE AMENDED** for Part of Blocks E, F and W, Registered Plan 1644, further described as Part 2, Plan 12R-28853 (PIN 01379-0465), situated on the north side of Cantelon Drive, west of Lauzon Parkway and known municipally as 7100 Cantelon Drive (Roll No. 070-660-03406) by changing the zoning from Manufacturing District 1.2 (MD1.2) to Commercial District 3.3 (CD3.3) and by removing S.20(1)97 from the subject land.

Carried.

Report Number: S 10/2025  
Clerk's File: Z/14897

**Clerk's Note:**

1. The recommendation of the Development & Heritage Standing Committee and Administration are the same.
2. Please refer to Item 7.2 from the Development & Heritage Standing Committee held on March 3, 2025.
3. To view the stream of this Standing Committee meeting, please refer to:  
<https://csg001-harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20250303/-1/10546>

**Subject: Rezoning – Dr. Bhan Garg - 7100 Cantelon Drive - Z-039/24  
ZNG/7252 - Ward 8**

**Reference:**

Date to Council: March 3, 2025  
Author: Adam Szymczak, MCIP, RPP  
Senior Planner - Development  
519-255-6543 x6250  
aszymczak@citywindsor.ca

Planning & Building Services  
Report Date: 1/24/2025  
Clerk's File #: Z/14897

**To:** Mayor and Members of City Council

**Recommendation:**

THAT Zoning By-law 8600 **BE AMENDED** for Part of Blocks E, F and W, Registered Plan 1644, further described as Part 2, Plan 12R-28853 (PIN 01379-0465), situated on the north side of Cantelon Drive, west of Lauzon Parkway and known municipally as 7100 Cantelon Drive (Roll No. 070-660-03406) by changing the zoning from Manufacturing District 1.2 (MD1.2) to Commercial District 3.3 (CD3.3) and by removing S.20(1)97 from the subject land.

**Executive Summary:**

N/A

**Background:**

**Application Information:**

**Location:** 7100 Cantelon Drive (Roll No. 070-660-03406)  
**Ward:** 8    **Planning District:** Forest Glade    **Zoning District Map:** 15  
**Applicant:** Dr. Bhan Garg  
**Owner:** 5021062 Ontario Inc. (Ali Cevirme)  
**Agent:** Pillon Abbs Inc. (Tracey Pillon-Abbs, RPP)

**Proposal:** Amendment to Zoning By-law 8600 changing the zoning from Manufacturing District (MD1.2) to Commercial District 3.3 (CD3.3) and remove S.20(1)97 to permit the construction of a one-storey Public Hall with a gross floor area of 1,858 m<sup>2</sup>, a Hotel with 71 guest rooms over four storeys, 319 parking spaces including 9 accessible parking spaces, 19 bicycle parking spaces, 4 loading spaces, and one access area to Cantelon Drive.

**Submissions:** All documents are available [online](#) or email [aszymczak@citywindsor.ca](mailto:aszymczak@citywindsor.ca).

Attached to Report S 10/2025 as an Appendix:

- Conceptual Site Plan (Appendix A)
- Conceptual Elevations (Appendices B1 & B2)
- Conceptual Floor Plans (Appendices C1 to C4)
- Planning Rationale Report (Appendix D)

Not attached to Report S 10/2025 but available [online](#):

- Application Zoning By-law Amendment
- Open House Notice
- Open House Presentation
- Plan of Survey

**Site Information:**

Official Plan	Zoning	Current Use	Previous Use
Business Park	Manufacturing District 1.2 (MD1.2)	Vacant	Unknown
Lot Frontage	Lot Depth	Lot Area	Lot Shape
53.5 m	302.3 m	20,944 m <sup>2</sup>	Irregular

**Neighbourhood:**

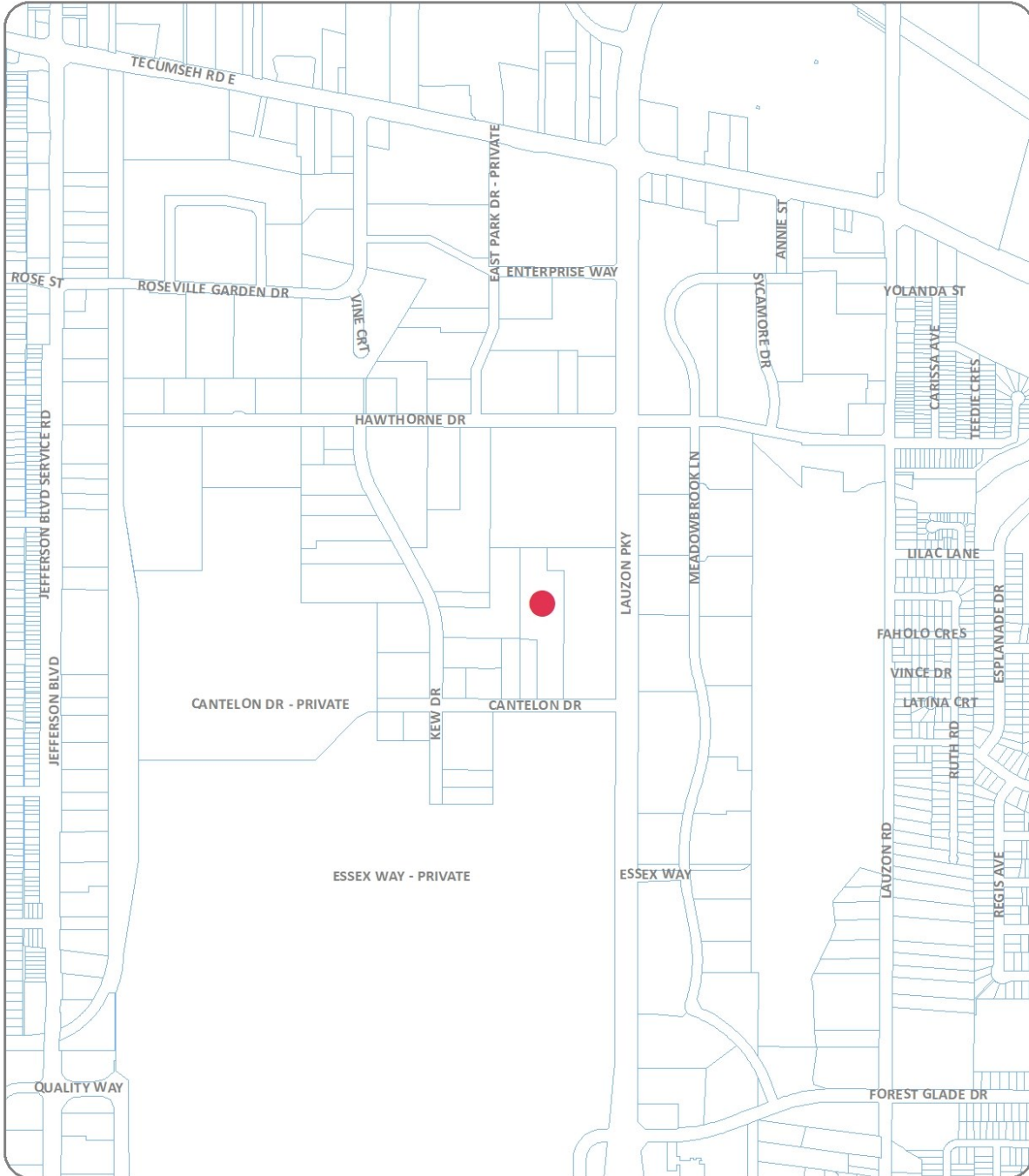
Sections 2.2 and 2.3 in the PRR provide an overview, including photos, of the site and the surrounding area.

The area west of Lauzon Parkway between Tecumseh Road East and EC Row Expressway is a mix of industrial, business park and commercial uses. On the east side of Lauzon Parkway is mostly residential consisting of townhomes and multiple dwellings.

The closest transit route is the Ottawa 4 having a peak weekday frequency of 20 minutes with a bus stop located across the street from this property on Cantelon at Lauzon Parkway Southwest Corner. This will be maintained and enhanced with a new local route, Route 325, replacing the Ottawa 4. This route will provide two-way service versus the existing one way loop. Route 325 will have a peak weekday frequency of 20 minutes. There will be a new bus stop for the other direction of travel on Cantelon at Lauzon Parkway Northwest Corner.

The existing sanitary sewer is designed to handle higher wastewater flows. Stormwater management will be addressed during site plan control and building permit application review.

Figure 1: Key Map



KEY MAP - Z-039/24, ZNG/7252



● SUBJECT LANDS



**Figure 2: Subject Parcel - Rezoning**



PART OF ZONING DISTRICT MAP 15

N.T.S.

## REQUESTED ZONING AMENDMENT

Applicant: Dr. Bhan Garg



SUBJECT LANDS

PLANNING & BUILDING DEPARTMENT



DATE : NOVEMBER, 2024  
FILE NO. : Z-039/24, ZNG/7252

Figure 3: Neighborhood Map



NEIGHBOURHOOD MAP - Z-039/24, ZNG/7252



SUBJECT LANDS

## **Discussion:**

### **Planning Rationale Report (PRR) (Pillon-Abbs Inc. – November 2, 2024)**

The PRR states that the site is suitable for the development of a hotel and public hall. There are no anticipated traffic or parking concerns and there is sufficient land area to accommodate the proposed development. The PRR states that the “*proposed development is an appropriate use of an underutilized vacant property and offers economic activity*”. It concludes that the proposal is “*consistent with the PPS, conforms with the intent and purpose of the City of Windsor and represents good planning*”. City of Windsor - Planning and Development Services concurs with the analysis, summary, and conclusions in the PRR.

### **Provincial Planning Statement 2024 (PPS 2024):**

The PPS 2024 provides policy direction on matters of provincial interest related to land use planning in Ontario. All advice, comments, submissions, and municipal decisions shall be consistent with the PPS 2024. Section 5.1.1 in the PRR provides an analysis of the relevant PPS 2024 policies. The PRR concludes that the “*proposed development is consistent with the PPS and the Province’s vision for long-term prosperity and social well-being*”. Planning and Development Services concurs with this analysis and is of the opinion that the proposed public hall and hotel and amendment to Zoning By-law 8600 are consistent with the PPS 2024.

### **Official Plan (OP):**

The parcel is designated “Business Park” on Schedule D: Land Use in the Official Plan. Section 5.1.2 in the PRR has a complete review and analysis of appropriate Official Plan policies. The PRR concludes that the “*proposed development will conform with the purpose and intent of the City of Windsor OP*”. Planning and Development Services concurs with the analysis in the PRR. The proposed amendment to Zoning By-law 8600 conforms to the direction of the Official Plan.

### **Zoning By-Law (ZBL):**

The parcel is zoned Manufacturing District 1.2 (MD1.2), a light industrial zoning district that allows a range of industrial and business park uses. The CD3.3 zoning requested by the Applicant is appropriate. Given the proposed uses of a Hotel and Public Hall, Section 20(1)97, which provides specific zoning provisions for industrial development, is not required for the appropriate and efficient development of the subject lands. The exception will be removed from the parcel.

The Zoning Co-ordinator notes a deficiency in parking area separation from a main pedestrian entrance facing a parking area. Given the small deficiency and that the parcel is vacant, it is expected that the development will comply with the provisions of Zoning By-law 8600.

### **Site Plan Control (SPC):**

The proposed development is subject to Site Plan Control. The Site Plan Approval Officer will review the consultation comments in Appendix E to this report.

### **Risk Analysis:**

N/A

## **Climate Change Risks**

### **Climate Change Mitigation:**

Infill development minimizes the impact on community greenhouse gas emissions as these developments create complete communities and neighbourhoods while using available infrastructure such as sewers, sidewalks, and public transit.

### **Climate Change Adaptation:**

The construction of a hotel and public hall offers an opportunity to increase resiliency for the development and surrounding area by supporting a complementary development that is near existing/future transit and active transportation options. Climate change, with respect to extreme precipitation and an increase in days above 30 degrees may affect the new building. New construction must meet the provisions of the Building Code, which will be implemented through the building permit process. The site will be required to incorporate storm water management best practices. Any site plan control application will be reviewed for opportunities to enhance resiliency.

### **Financial Matters:**

N/A

### **Consultations:**

An open house was held on September 17, 2024, from 6 to 7 pm via Zoom. An overview of the proposed development including the site plan, renderings and elevations. Section 3.2 in the PRR summarizes the open house. No were comments were raised at the public open house. Attached as Appendix E are comments received from municipal departments and external agencies. Per the Planning Act, statutory notice was advertised in the Windsor Star, a local newspaper. A courtesy notice was mailed to property owners within 200 m of the subject lands.

### **Conclusion:**

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

The proposed amendment will permit a hotel and public hall that are compatible with existing and permitted uses in the surrounding area. Site plan control is the appropriate land use tool to consider the requirements and comments of departments and agencies. The recommendation to amend Zoning By-law 8600 constitutes good planning.

### **Planning Act Matters:**

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

*Greg Atkinson, MCIP, RPP*  
*Deputy City Planner - Development*

*Neil Robertson, MCIP, RPP*  
*City Planner*

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

JP

JM

**Approvals:**

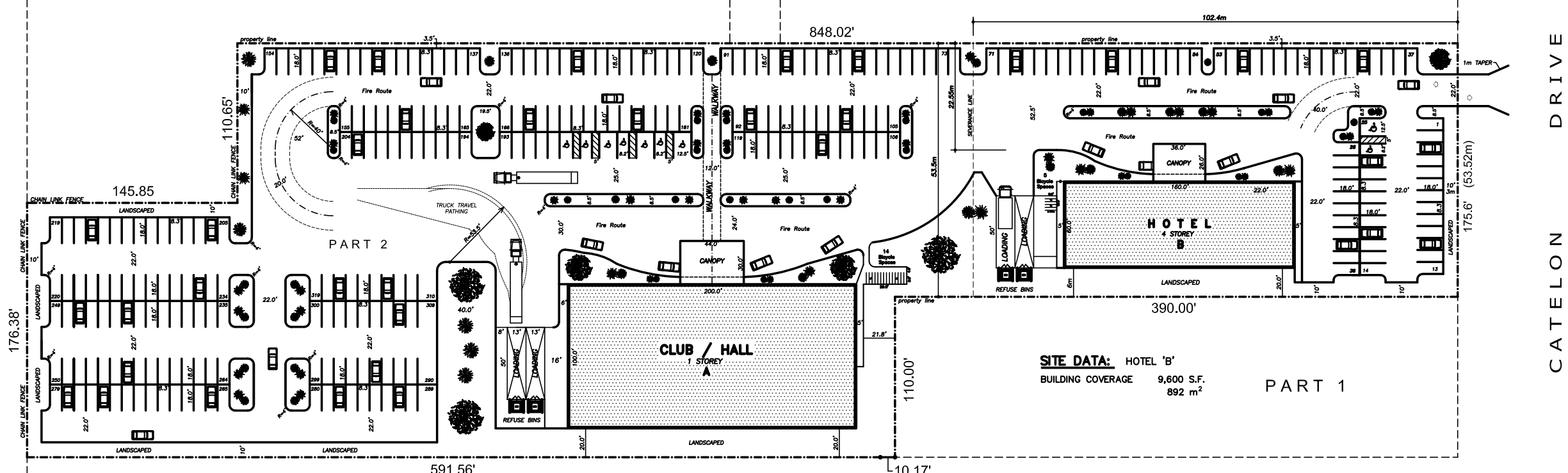
<b>Name</b>	<b>Title</b>
Adam Szymczak	Senior Planner - Development
Greg Atkinson	Deputy City Planner - Development
Neil Robertson	City Planner
Aaron Farough	Senior Legal Counsel
Jelena Payne	Commissioner, Economic Development
Janice Guthrie acting for Joe Mancina	Chief Administrative Officer

**Notifications:**

<b>Name</b>	<b>Address</b>	<b>Email</b>

**Appendices:**

- 1 Appendix A - Conceptual Site Plan
- 2 Appendix B1 - Conceptual Hotel North Elevation
- 3 Appendix B2 - Conceptual Public Hall North Elevation
- 4 Appendix C1 - Conceptual Floor Plan Hotel First Floor
- 5 Appendix C2 - Conceptual Floor Plan Hotel Typical
- 6 Appendix C3 - Conceptual Floor Plan Hotel Suite
- 7 Appendix C4 - Conceptual Floor Plan Public Hall
- 8 Appendix D - Planning Rationale Report
- 9 Appendix E - Consultations



CATELON DRIVE

**SITE DATA:** HOTEL 'B'  
 BUILDING COVERAGE 9,600 S.F.  
 892 m<sup>2</sup>

**SITE DATA:** CLUB / HALL 'A'  
 BUILDING COVERAGE 20,000 S.F.  
 1,858 m<sup>2</sup>

**SITE DATA:**  
 LOT AREA 225,147 S.F. = 20,944 m<sup>2</sup> (100%)  
 BUILDING COVERAGE 29,600 S.F. = 2,750 m<sup>2</sup> (13.1%)  
 PARKING ASPHALT 142,143 S.F. = 13,208 m<sup>2</sup> (63.2%)  
 LANDSCAPE AREA 53,424 S.F. = 4,965 m<sup>2</sup> (23.7%)

**PARKING DATA:**  
 A- PUBLIC HALLS - 2 multipurpose Halls  
 20,000 sq. ft. = 1,858 sq.m  
 Parking required 1 person / 7.5 sq.m = 248 spaces  
 B- HOTEL - 71 Bed  
 Parking required = 71 spaces  
**TOTAL PARKING REQUIRED = 319 SPACES**

**TOTAL PARKING SHOWN = 319 SPACES**  
 HOTEL:  
 (INCL. 1 BARRIER FREE TYPE A)  
 (INCL. 1 BARRIER FREE TYPE B)  
 CLUB / HALL:  
 (INCL. 3 BARRIER FREE TYPE A)  
 (INCL. 4 BARRIER FREE TYPE B)

HALL 'A' BICYCLE SPACES = 14  
 HOTEL 'B' BICYCLE SPACES = 5

# PROPOSED SITE PLAN 'B'

SCALE: 1"=40'-0"

6.	ADDED METRIC DIM'S.	OCT. 30/24
5.	REVISED PARKING	OCT. 28/24
4.	REVISED PARKING	OCT. 21/24
3.	REVISED DATA	AUG. 13/24
3.	SITE DATA CALCULATIONS	AUG. 3/24
2.	REVISED	AUG. 2/24
1.	REVIEW	MAY 14/24

- ALL DIMENSIONS TO BE CHECKED AND VERIFIED ON THE JOB SITE.  
 - ANY AND ALL DISCREPANCIES TO BE REPORTED TO THE ARCH. / ENGINEER.  
 - ALL DRAWINGS REMAIN THE PROPERTY OF THE ARCHITECT.  
 - DO NOT SCALE DRAWINGS.

PROJECT NAME AND LOCATION:  
**PROPOSED CLUB / HALL BUILDING**  
 CATELON DRIVE  
 WINDSOR, ONTARIO.

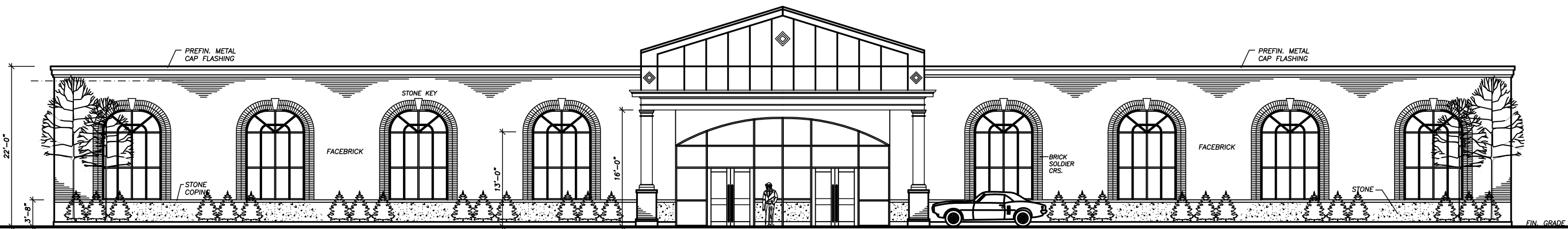
## PROPOSED SITE PLAN / DATA

PROJECT NUMBER	2430
DATE:	MAY 2024
DRAWN BY	J.R
CHECKED BY	V. V.
DRAWING NO.	

A-1

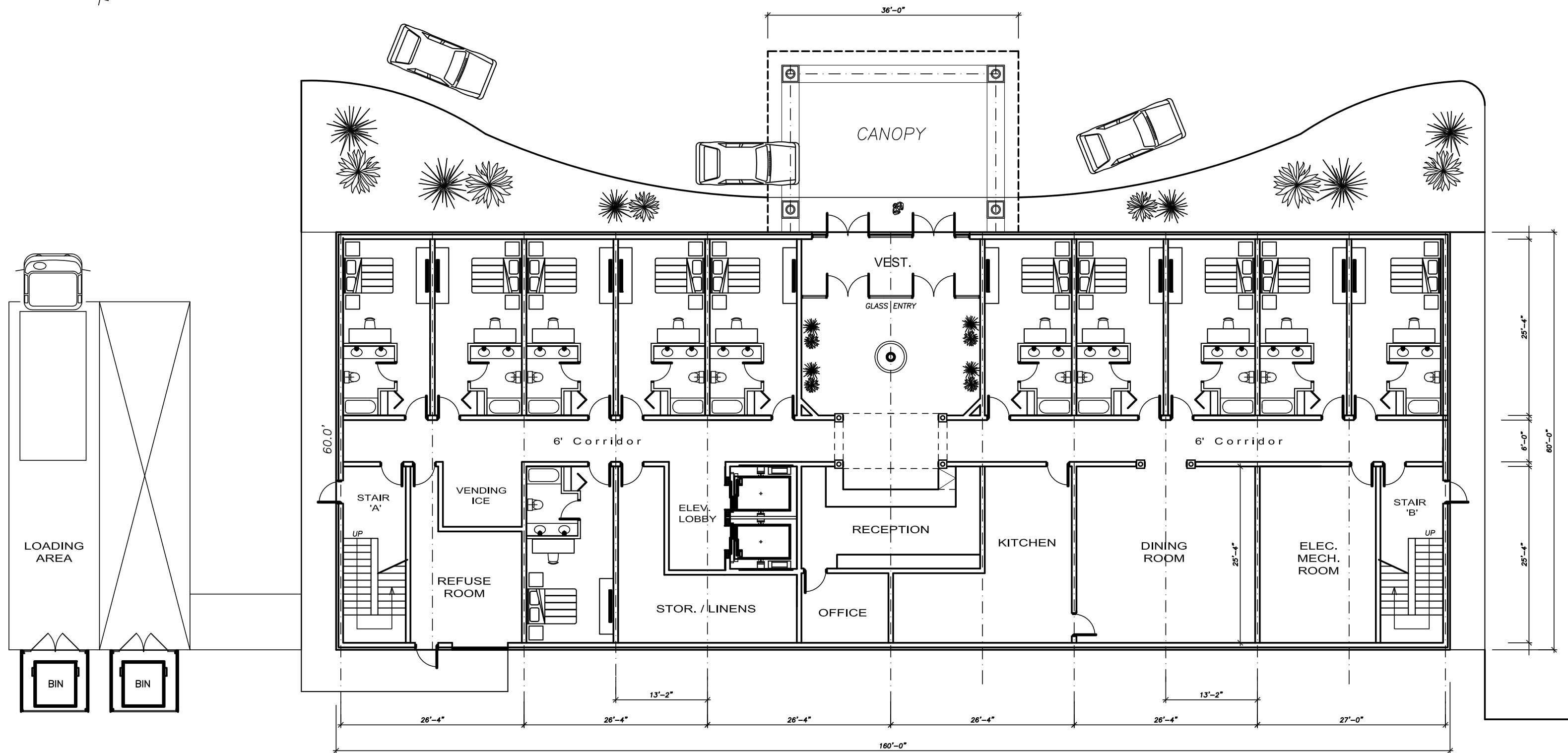
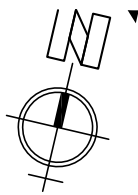


# NORTH ELEVATION

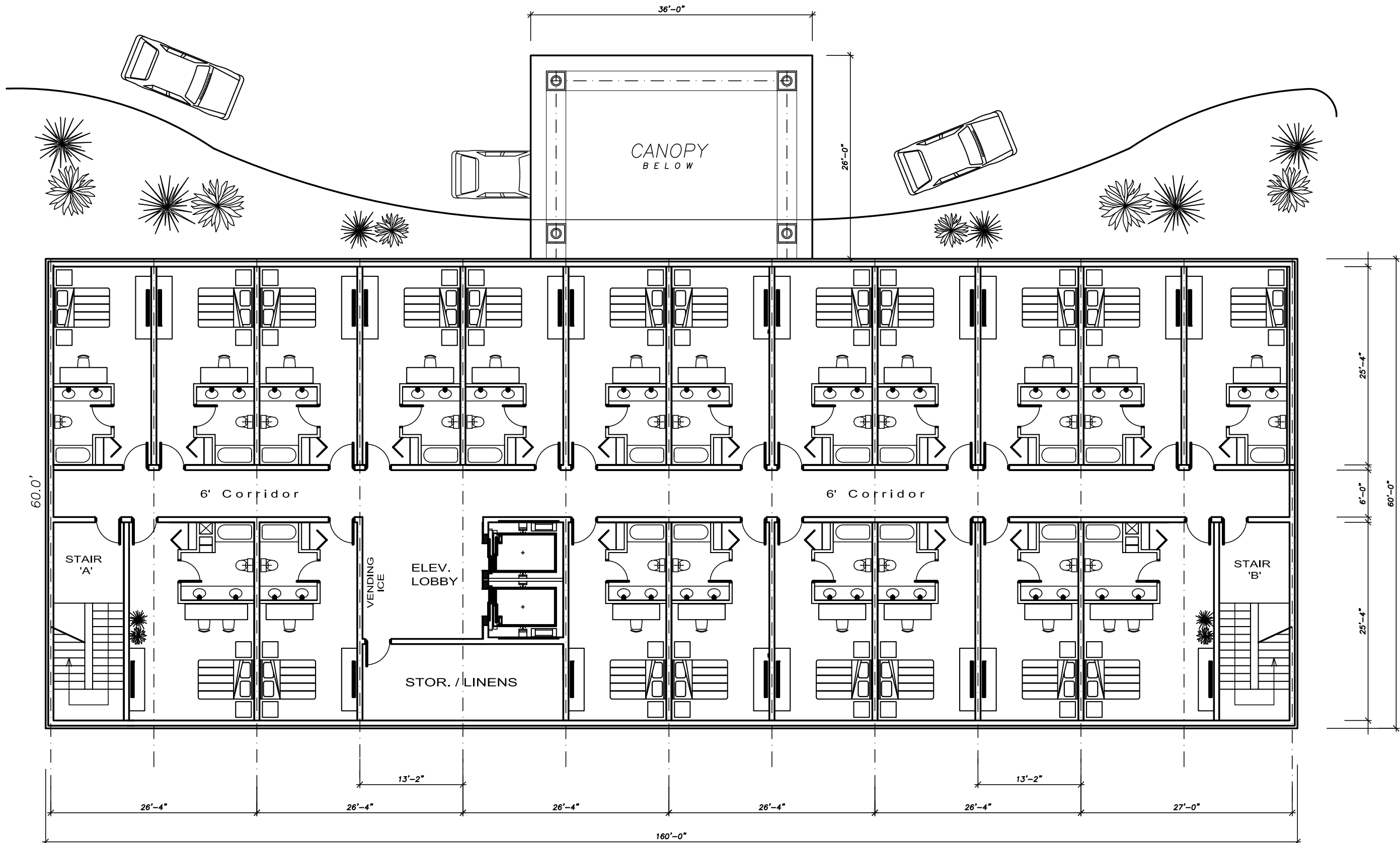


# NORTH ELEVATION



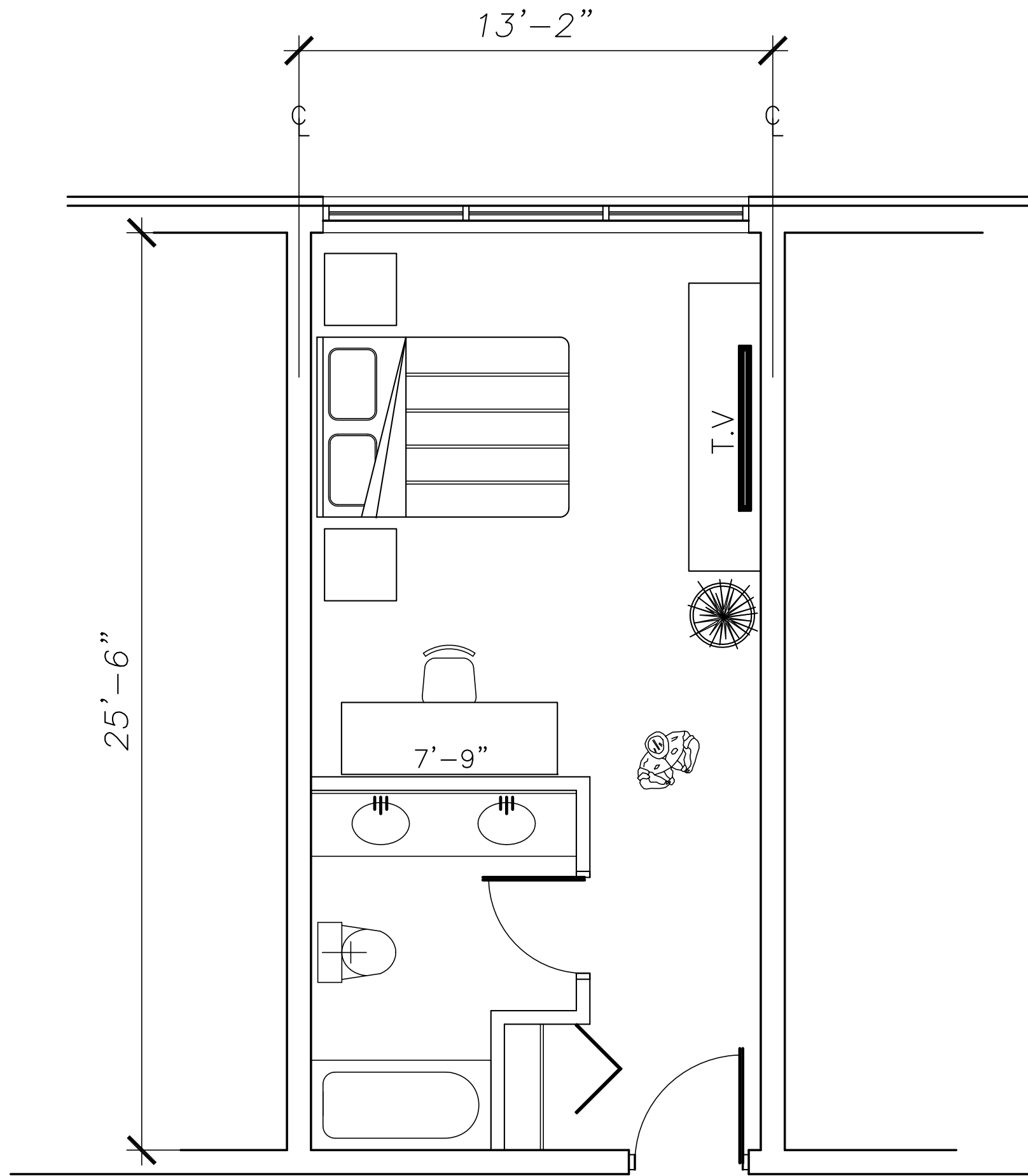


# MOTEL: 1st FLOOR PLAN

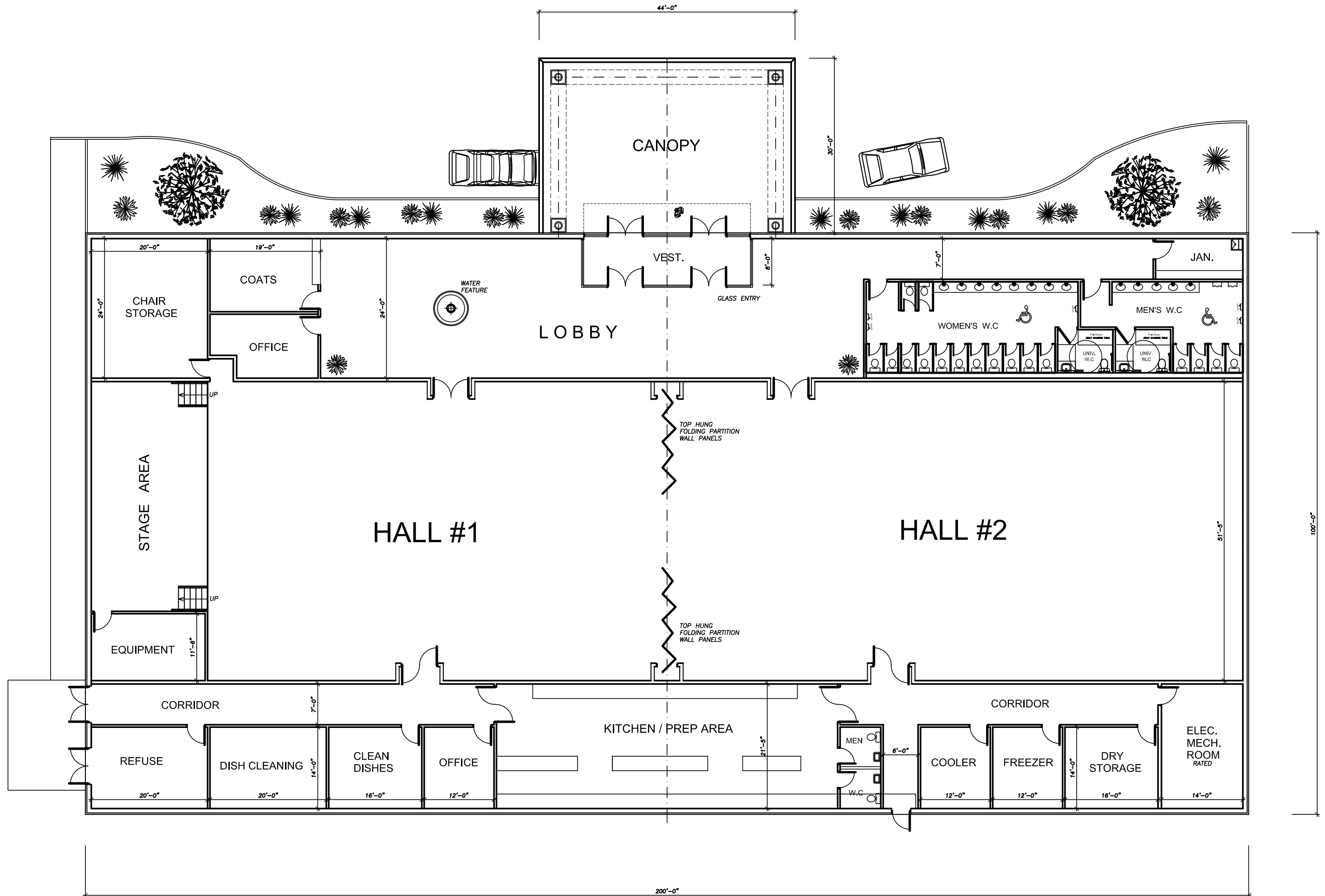


# HOTEL: 2nd-4th FLOOR PLANS

20 SUITES PER FLOOR



LOADING AREA



# PLANNING RATIONALE REPORT

## ZONING BY-LAW AMENDMENT PROPOSED PUBLIC HALL AND MOTEL

7100 Cantelon Drive  
City of Windsor, Ontario

November 2, 2024

Prepared by:



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# 1.0 INTRODUCTION

I have been retained by Bhan Garg (herein the "Applicant") to provide a land use Planning Rationale Report (PRR) in support of a proposed commercial development located on 7100 Cantelon Drive (herein the "Site") in the City of Windsor, Province of Ontario.

The Site, in Ward 8 and within the Forest Glade Planning Area, is currently vacant.

The Site is made up of one (1) parcel of land.

The Site will be developed for commercial uses.

It is proposed to construct a one-storey public hall with a gross floor area of 1,858 m<sup>2</sup>, a four-storey motel with 71 guest rooms with a gross floor area of 892 m<sup>2</sup> and on-site parking for 319 spaces.

Access is proposed from Cantelon Drive from a new driveway.

Pre-consultation (stage 1) was completed by the Applicant (City File # PC-074/24). Comments dated July 26, 2024, were received and have been incorporated into this PRR.

Pre-submission (stage 2) was completed by the Applicant (City File # PC-110/24). Comments dated October 16, 2024, were received and have been incorporated into this PRR.

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 Site Plan Control (SPC) prior to any site alterations or building permits.

The proposed development may be severed in the future with the required easement for access and services.

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 commercial development is suitable, 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 subject to the proposed development is located in Ward 8 and within the Forest Glade Planning Area.

The Site is currently vacant.

The Site is made up of one (1) irregularly shaped parcel of land.

The Site is located on the north side of Cantelon Drive, between Kew Drive and Lauzon Parkway (see the area in yellow on Figure 1 – Site Location).

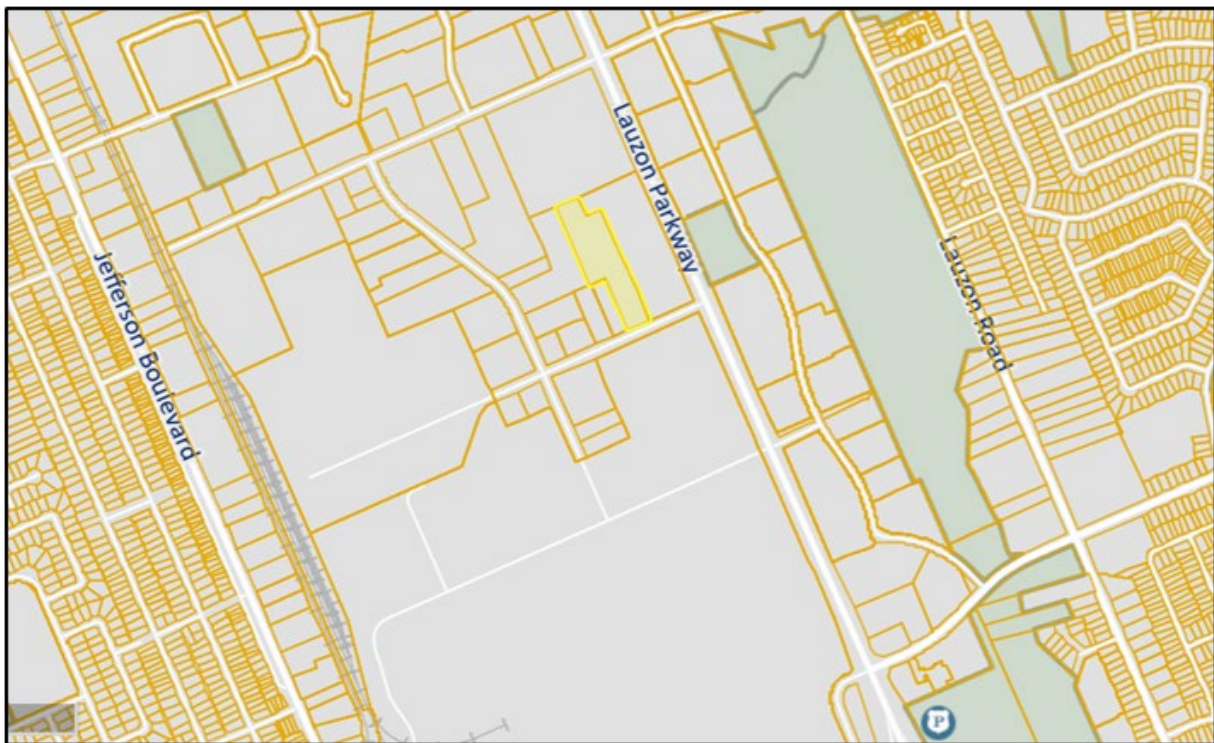


Figure 1 – Site Location (Source: City of Windsor GIS)

Municipal Address	ARN	Legal Description	PIN	Ownership	Purchase Status
7100 Cantelon Drive	070-660-03406	PART BLOCKS E, F & W PLAN 1644 BEING PART 2 ON PLAN 12R28853; CITY OF WINDSOR	01379-0465 (LT)	5021062 ONTARIO INC.	2019

The Applicant intends to purchase the land from 5021062 Ontario Inc.

## 2.2 Physical Features of the Site

### 2.2.1 Size and Site Dimension

The entire Site, subject to development, has a total area of 20,944 m<sup>2</sup> with 53.52 m of frontage along the north side of Cantelon Drive and an irregular depth.

### 2.2.2 Existing Structures and Previous Use

The Site subject to the proposed development is currently vacant and has no existing buildings or structures.

Past use is unknown.

### 2.2.3 Vegetation and Soil

There is currently scattered vegetation.

The soil is made up of Brookston Clay (Bc).

### 2.2.4 Topography and Drainage

The Site is generally level.

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

The Site is within the Little River subwatershed area.

The Site is outside a Source Water Protection Area, Event Based Area (EBA).

### 2.2.5 Other Physical Features

There is existing fencing along a portion of the Site, owned by others.

There are no other physical features on the Site.

## 2.2.6 Municipal Services

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

Fire hydrants are provided close to the Site.

Cantelon Drive is classified as a Class II collector road.

Streetlights are located along Cantelon Drive.

There are no sidewalks or bike lanes along Cantelon Drive.

The Site has access to transit, with the closest bus stop located at Cantelon Drive and Lauzon Parkway (Stop ID 1659, Buse 4).

The Site is located close to major transportation corridors, including Lauzon Parkway, which is a Class I Arterial Road.

## 2.2.7 Nearby Amenities

There are several schools, libraries, parks and recreation opportunities in close proximity to the Site.

There are existing residential uses nearby.

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

## 2.3 Surrounding Land Uses

Overall, the Site is located in an existing built up area of the City of Windsor.

The character of the area is a mix of open space, commercial and industrial.

A site visit and photos were taken on August 12, 2024, by Pillon Abbs Inc.

**North** – The lands north of the Site are used for manufacturing, including Ventra Assembly (see Photo 1 – North).



Photo 1 – North

**South** – The lands south of the Site are used for open space with a community garden (see Photo 2 - South).



Photo 2 – South

**East**—The lands east of the Site are used for a business park, including an office plaza (see Photo 3—East).



Photo 3 – East

**West** – The lands west of the Site are used for industrial with frontage along Kew Drive and includes Stratus Plastics International and Coco Concrete (see Photo 4 - West).



Photo 4 – West

# 3.0 PROPOSAL AND CONSULTATION

## 3.1 Development Proposal

The Site, in Ward 8 and within the Forest Glade Planning Area, is currently vacant.

The Site is made up of one (1) parcel of land.

The Site will be developed for commercial uses.

It is proposed to construct a one-storey public hall with 2 multi purpose halls with a gross floor area of 1,858 m2, a four-storey motel with 71 guest rooms with a gross floor area of 892 m2 and on-site parking for 319 spaces.

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

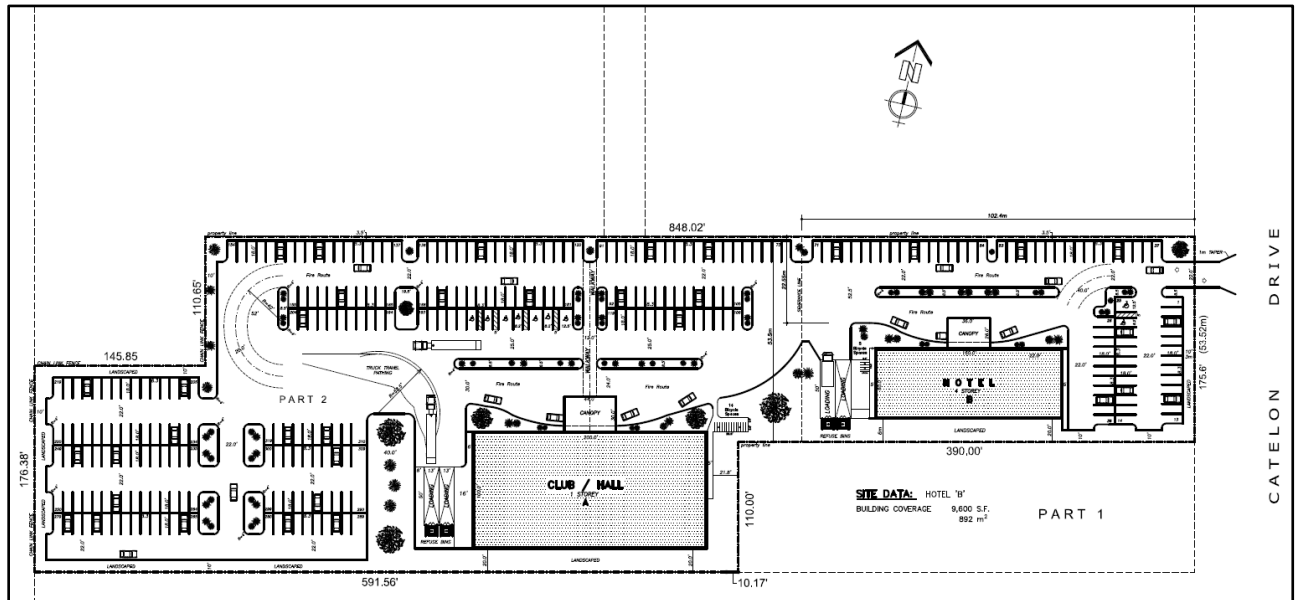


Figure 2a – Concept Plan

The total gross floor area of the buildings proposed is 2,750 m2. The proposed total buildings will have a lot coverage of 13.1 %.

The public hall will include meetings, gatherings, events and conferences. The motel in close proximity to the public hall will allow people to stay close to the venue.

Conceptual elevations have been prepared for the public hall and the motel (see Figure 2b and 2c – Elevations)



Figure 2b – Elevation - Motel



Figure 2c – Elevation – Public Hall

The elevations are only conceptual in order to illustrate what the buildings may look like from the ground.

Vehicle access to the proposed parking area is proposed from Cantelon Drive. A new driveway is proposed.

Loading spaces and 9 accessible parking spaces are also provided. A total of 19 bicycle spaces are proposed.

The refuse from the proposed buildings will be located on-site.

A fire route will be provided.

The Site will be professionally landscaped with pedestrian connections from the building to the parking area and municipal right-of-way.

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

Fencing may be provided, subject to SPC.

Full municipal services are proposed.

The proposed development may be severed in the future with the required easement for access and services.

## **3.2 Public Consultation Strategy**

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

As part of a public consultation strategy, in addition to the statutory public meeting, an informal electronic public open house was held for area residents (200 m radius) and property owners on Tuesday, September 17, 2024, from 6:00 pm to 7:00 pm.

A total of 140 notices were mailed out by the Applicant.

The purpose of the open house was to provide members of the public with opportunities to review, obtain information and comment on the proposed development.

In addition to the City of Windsor Staff, the Applicant and the Applicant's representatives, a total of 1 area resident/property owner attended the open house.

There were no questions or concerns raised.



## **4.0 APPLICATIONS AND STUDIES**

Pre-consultation (stage 1) was completed by the Applicant (City File # PC-074/24). Comments dated July 26, 2024, were received and have been incorporated into this PRR.

Pre-submission (stage 2) was completed by the Applicant (City File # PC-110/24). Comments dated October 16, 2024, were received and have been incorporated into this PRR.

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

The following explains the purpose of the application and a summary of the support studies required as part of the submission.

### **4.1 Zoning By-Law Amendment**

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

According to Map 15 attached to the ZBL the Site is currently zoned Manufacturing District 1.2 (MD1.2) category.

The Site is also subject to a site specific provision set out in Section 20(1)97, which is requested to be removed.

The zoning for the Site proposes to be changed to Commercial District 3.3 (CD 3.3 - S.20(1)XXX) category in order to permit the proposed development.

Relief from zoning regulations is not being requested.

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

### **4.2 Other Applications**

Once the ZBA application has been approved, the Applicant will proceed with Site Plan Control (SPC) prior to any site alterations or building permits.

SPC will include any required fees or securities, lighting, buffering, landscaping, signage, etc.

A Consent application will be required to severed the Site in the future with the required easement for access and services.

### **4.3 Supporting Studies**

No support studies were required as part of the proposed development.

A parking study was originally listed. However, the concept plan has since been revised in order to comply with the parking provisions set out in the ZBL.

## 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, providing for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environments.

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	A prosperous and successful Ontario will also support a strong and competitive economy that is investment-ready and recognized for its influence, innovation and diversity. Ontario's economy will continue to mature into a centre of industry and commerce of global significance. Central to this success will be the people who live and work in this province.	Windsor has directed growth where the Site is located, which will contribute positively to promoting efficient land use and development patterns.  Employment use on the Site represents an efficient development pattern that optimizes the use of land.
Chapter 2.1.1: Building Homes, Sustaining Strong and Competitive Communities	As informed by provincial guidance, planning authorities shall base population and <b>employment</b> growth forecasts on Ontario Population Projections published by the Ministry of Finance and may modify, as appropriate.	The proposed development will support the City's need for employment growth.
2.1.6	Planning authorities should support the achievement of complete communities by:	The proposed development will support the City's requirement to

PPS Policy #	Policy	Response
	<p>a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, <b>employment</b>, 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;</p>	<p>accommodate for employment to meet long-term needs.</p> <p>The Site was always intended for employment.</p>
2.3.1.1 – Settlement Areas	<p>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.</p>	<p>The Site is located in an existing settlement area of the City of Windsor, which is where growth should occur.</p>
2.3.1.2	<p>Land use patterns within settlement areas should be based on densities and a mix of land uses which:</p> <p>a) efficiently use land and resources;</p> <p>b) optimize existing and planned infrastructure and public service facilities;</p>	<p>The proposed development promotes an efficient development and land use pattern as it uses an existing vacant parcel of land within a settlement area.</p> <p>The Site has access to full municipal infrastructure and is close to nearby public service facilities.</p>
2.8.1.1 - Employment	<p>Planning authorities shall promote economic development and competitiveness by:</p> <p>a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;</p>	<p>The proposed development offers a new employment opportunity.</p> <p>There is a need that will complement the existing employment uses in the area by providing overnight</p>

PPS Policy #	Policy	Response
	<p>b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;</p> <p>c) identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;</p> <p>d) encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and</p> <p>e) addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses.</p>	<p>accommodation and event space.</p> <p>The proposed development will be suitable for the Site.</p> <p>The proposed development uses the vacant land in an appropriate way and is compact.</p> <p>Infrastructure is provided by the City.</p> <p>The proposed development has been designed to be compatible with the existing built-up area.</p> <p>Landscaping and buffering can be provided, subject to SPC review.</p>
2.8.1.2	<p>Industrial, manufacturing and small-scale warehousing uses that could be located adjacent to sensitive land uses without adverse effects are encouraged in strategic growth areas and other mixed-use areas where frequent transit service is available, outside of employment areas.</p>	<p>There are no residential uses abutting the Site.</p>
2.8.1.3	<p>In addition to policy 3.5, on lands within 300 metres of employment areas, development shall avoid, or where avoidance is not</p>	<p>The proposed development is appropriate for the Site and will not cause any concerns with the creation of noise, dust, or vibration.</p>

PPS Policy #	Policy	Response
	possible, minimize and mitigate potential impacts on the long term economic viability of employment uses within existing or planned employment areas, in accordance with provincial guidelines.	
2.8.2.1 – Employment Areas	Planning authorities shall plan for, protect and preserve employment areas for current and future uses, and ensure that the necessary infrastructure is provided to support current and projected needs.	The Site will provide for employment, which is what it was intended to be used for.
2.8.2.3	Planning authorities shall designate, protect and plan for all employment areas in settlement areas by: a) planning for employment area uses over the long-term that require those locations including manufacturing, research and development in connection with manufacturing, warehousing and goods movement, and associated retail and office uses and ancillary facilities;	The proposed development has been designated by the City in their OP for Business Park use.
Chapter 3.1.1 – Infrastructure and Facilities	Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs.	The Site has access to infrastructure and nearby public service facilities.
3.5.1 – Land Use Compatibility	Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and	The proposed development is appropriate for the Site and does not cause any incompatibility with abutting lands.

PPS Policy #	Policy	Response
	to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.	
3.6.2 – Sewage, Water and Stormwater	Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.	The development can proceed with municipal services if required.
3.6.8	Planning for stormwater management shall: a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle; b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;	Stormwater will be reviewed as part of SPC approval.
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.
4.2.1 - Water	Planning authorities shall protect, improve or restore the quality and quantity of water by: a) using the watershed as the ecologically meaningful scale for integrated and long-term	The Site is outside the regulated area of ERCA.

PPS Policy #	Policy	Response
	planning, which can be a foundation for considering cumulative impacts of development; minimizing potential	
4.6.1 - Cultural Heritage and Archaeology	Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.	There are no cultural heritage features that apply to this Site.
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.

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

### 5.1.2 Official Plan

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

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

The Site is currently designated "Business Park" according to Schedule D: Land Use attached to the OP for the City of Windsor (see Figure 3a – City of Windsor OP, Schedule D).



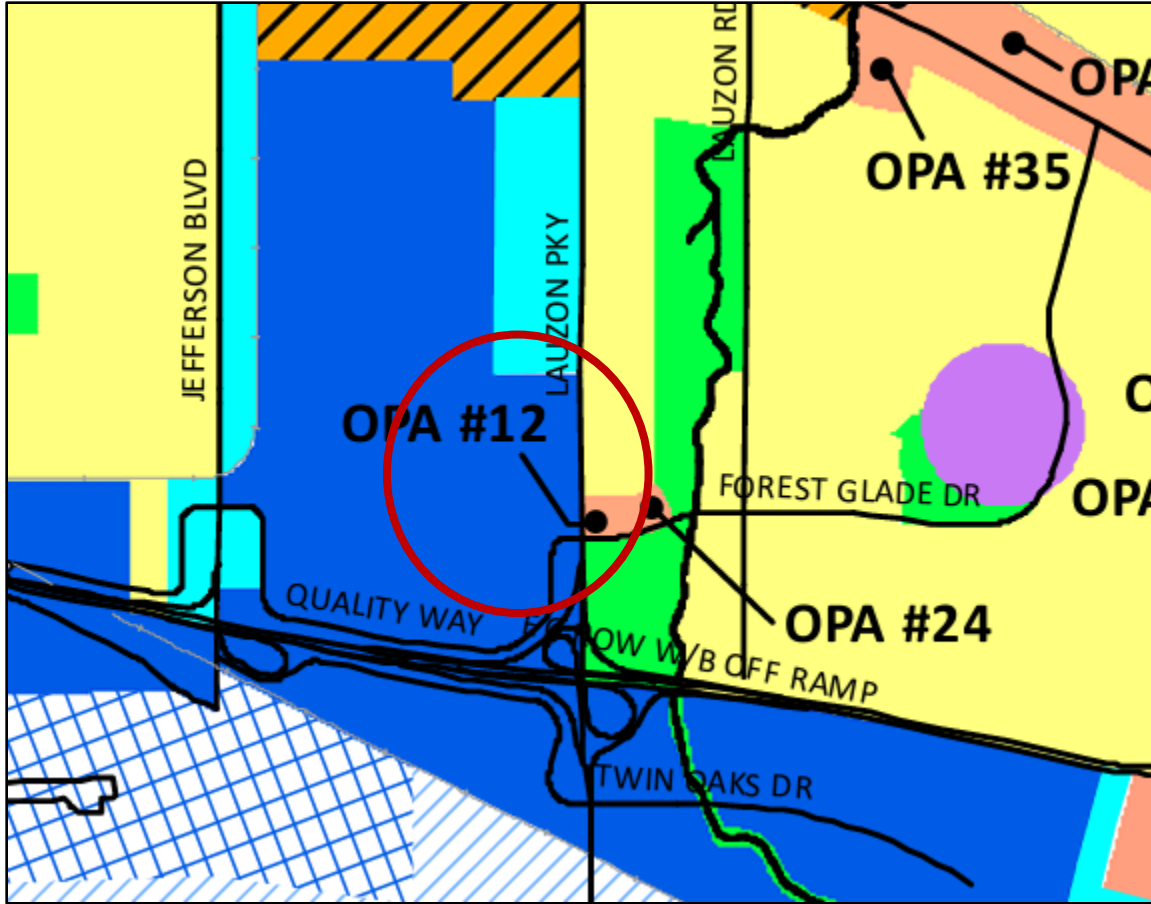


Figure 3a – City of Windsor OP, Schedule D

The Site is also part of the following:

- Schedule B – Greenway System: Meadowbrook Park is located to the east.
- Schedule F – Roads & Bikeways: Lauzon Parkway is designated a Class 1 Arterial; Cantelon Drive is designated a Class II Collector
- Schedule G: Civic Image – Lauzon Parkway is designated as “Civic Way”.

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

OP Policy #	Policy	Response
3.1	The planning of Windsor's future is guided by the following vision taken	The proposed development will support the City's economy by providing a new commercial development in an existing built-up area.

OP Policy #	Policy	Response
	<p>from Dream Dare Do – The City of Windsor Community Strategic Plan:</p> <p>"Windsor is a quality city full of history and potential, with a diverse culture, a durable economy, and a healthy environment where citizens share a strong sense of belonging and a collective pride of place."</p>	<p>The surrounding area is primarily commercial with open space and industrial uses nearby.</p>
4.0 – Healthy Community	<p>The implementing healthy community policies are interwoven throughout the remainder of the Plan, particularly within the Environment, Land Use, Infrastructure and Urban Design chapters, to ensure their consideration and application as a part of the planning process.</p>	<p>The proposed development will support the City's goal of promoting a healthy community in order to live, work and play.</p> <p>The proposed development is close to nearby transit, employment, shopping, local/regional amenities and parks/trails.</p>
6.0 - Preamble	<p>A healthy and livable city is one in which people can enjoy a vibrant economy and a sustainable healthy environment in safe, caring and diverse neighbourhoods. In order to ensure that Windsor is such a city, Council will manage development through an approach which balances environmental, social and economic considerations.</p>	<p>The proposed development supports the policy set out in the OP as it is suited for the commercial needs of the City.</p>
6.1 - Goals	<p>In keeping with the Strategic Directions, Council's land use goals are to achieve:</p> <p>6.1.4 The retention and expansion of Windsor's employment base.</p>	<p>The proposed development supports the goals set out in the OP as it provides for the development of a vacant parcel of land.</p> <p>The proposed commercial use will provide employment</p>

OP Policy #	Policy	Response
	<p>6.1.5 Convenient and viable areas for the purchase and sale of goods and services.</p> <p>6.1.10 Pedestrian oriented clusters of residential, <b>commercial</b>, employment and institutional uses.</p>	<p>opportunities in an existing built-up area.</p> <p>The proposed commercial use is compatible with other land uses.</p> <p>The Site will be pedestrian-friendly, with access to nearby transit.</p>
<p>6.4 – Employment Objectives</p>	<p>The following objectives and policies establish the framework for development decisions in Employment areas.</p> <p>6.4.1.1 To ensure Windsor continues to be an attractive place to establish businesses and locate employees.</p> <p>6.4.1.2 To expand Windsor’s assessment base by attracting employers and economic development</p> <p>6.4.1.3 To ensure that employment uses are developed in a manner which are compatible with other land uses.</p> <p>6.4.1.4 To accommodate a full range of employment activities in Windsor.</p> <p>6.4.1.5 To enhance the quality of employment areas by providing for complementary services and amenities.</p> <p>6.4.1.6 To locate employment activities in areas which have sufficient and convenient</p>	<p>The proposed development will enhance the existing business park.</p> <p>The Site is underutilized and will bring more people to the area to support other commercial uses.</p> <p>Development will be in a manner that is compatible with its surroundings. The Site is located in an existing commercial area. There are no sensitive lands uses that will need to be respected.</p> <p>The proposed development will provide for new employment activities.</p> <p>The proposed commercial uses will be complementary to the existing uses in the area.</p> <p>The Site is located near major transportation corridors and transit.</p>

OP Policy #	Policy	Response
	<p>access to all modes of transportation.</p> <p>6.4.1.8 To ensure that adequate infrastructure services are provided to employment areas.</p>	
6.4.2.2 – General Policies	Council shall encourage businesses and industries to locate and expand in Windsor.	The proposed use is commercial and is a welcomed addition to the area.
6.4.2.4 – Site Plan Control	Council shall require all development within areas designated as Industrial and <b>Business Park</b> to be subject to site plan control, with the exception of Public Open Space uses.	<p>All development will be subject to SPC.</p> <p>SPC will include any required fees or securities, lighting, buffering, landscaping, signage, etc.</p>
6.4.2.8 – High Quality Design	Council shall require a high standard of architectural and landscape design for Industrial and Business Park designations adjacent to the Highway 401 corridor given its visibility along an international gateway, in accordance with the Urban Design chapter of this Plan.	The proposed development will be constructed with high standards.
6.4.4.1 – Business Park Policies (permitted uses)	<p>Uses permitted in the Business Park land use designation include:</p> <p>(a) establishments devoted to research, development and information processing, offices, services, industrial research and/or training facilities, communication, production uses, printing and publishing; and</p> <p>(b) selected industrial uses which: (i) do not create nuisances such as noise, dust, vibration or odour; (ii) confine industrial operations within a building and/or</p>	<p>Business Park uses will remain.</p> <p>Commercial uses will include a public hall and a motel, as ancillary uses.</p>

OP Policy #	Policy	Response
	structure; and (iii) do not require outside storage.	
6.4.4.2 – Ancillary Uses	<p>In addition to the uses permitted above, Council may permit the following ancillary uses in areas designated Business Park on Schedule D: Land Use without requiring an amendment to this Plan:</p> <p>(b) convenience stores, gas bars, service stations, personal services, restaurants, warehouse, wholesale store and financial institutions which, by their size are designed to serve the employees in the Business Park and which have access to an Arterial or Collector road;</p> <p>(c) <b>hotels or motels</b>, provided that they meet all of the following <b>criteria</b>: (i) they are located adjacent to a Controlled Access Highway, Class I or Class II Arterial Road or Class I Collector Road; (ii) they are located at, or near, the periphery of a Business Park; (iii) the proponent demonstrates to the satisfaction of the Municipality that any market impacts on other commercial areas is acceptable (see Procedures chapter); and (iv) the evaluation criteria established in policy 6.5.3.7.</p> <p>(d) retail sale of goods produced on-site by a permitted use provided that such retail space does not exceed 20% of the gross floor area of the main use. This limitation may be reduced or</p>	<p>Business Park ancillary uses will remain.</p> <p>The motel will meet the criteria set out in this policy, includes being located on Cantelon Drive, a Class II collector road, near nearby commercial and industrial uses and there is a market.</p> <p>The public hall will include meetings, gatherings, events and conferences. The motel in close proximity to the public hall will allow people to stay close to the venue.</p>

OP Policy #	Policy	Response
	<p>eliminated by Council having given consideration to the following: (i) the evaluation criteria established in policy 6.5.3.7; and (ii) the proponent demonstrates to the satisfaction of the Municipality that any market impacts on other commercial areas is acceptable.</p> <p>(f) <b>Clubs</b>, health studios.</p>	
6.4.4.3 – Locational Criteria	<p>Business Park development shall be located where: (a) the business park use can be sufficiently separated and/or buffered from sensitive land uses; (b) the site will be accessible and highly visible from Controlled Access Highway or a Class I or Class II Arterial Road; (c) full municipal physical services can be provided; (d) business park related traffic can be directed away from residential areas; (e) public transportation service can be provided; and (f) there is access to designated truck routes.</p>	<p>Buffering from abutting properties can be provided. This can include landscaping, fencing and setbacks.</p> <p>The Site has access to Lauzon Parkway, a Class I Arterial Road.</p> <p>Full municipal services are available.</p> <p>The Site has access to transit.</p> <p>Trucks can access the site for deliveries.</p>
6.4.4.4 – Evaluation Criteria	<p>At the time of submission, the proponent shall demonstrate to the satisfaction of the Municipality that a proposed business park development is: (a) feasible having regard to the other provisions of this Plan, provincial legislation, policies and appropriate guidelines and support studies for uses: (i) within or adjacent to any area identified on Schedule C: Development Constraint Areas and described in the Environment</p>	<p>This PRR has addressed the PPS in Section 5.1.1.</p> <p>There are no development constraints that impact this Site.</p> <p>There will not be any nuisances created by the proposed development.</p> <p>There is no anticipated soil contamination.</p> <p>Traffic is not a concern.</p>

OP Policy #	Policy	Response
	<p>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 sensitive land uses and/or heritage resources. (b) in keeping with the goals, objectives and policies of any secondary plan or guideline plan affecting the surrounding area; (c) capable of being provided with full municipal physical services and emergency services; (d) provided with adequate off-street parking; and (e) compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and landscaped areas.</p>	<p>There are no cultural heritage resources that impact this Site.</p> <p>Full municipal services are available.</p> <p>Off street parking is provided.</p> <p>The proposed development is compatible with the surrounding area.</p> <p>The Site is subject to SPC, which will address lighting, signage and landscaping.</p> <p>The Site is generally level, which is conducive to easy vehicular movements.</p>
6.4.4.5 – Design Guidelines	<p>The following guidelines shall be considered when evaluating the proposed design of a Business Park development: (a) the ability to achieve the associated policies as outlined in the Urban Design chapter of this Plan; (b) the massing and scale of buildings, and the extent to which their orientation, form and siting help to enhance the well landscaped setting of the business park; (c) the provision of functional and attractive signage; (d) the provision of appropriate landscaping or other buffers to</p>	<p>The proposed buildings are proposed to be 1 storey and 4 storeys.</p> <p>Landscaping will be provided.</p> <p>All zoning setbacks can be complied with. Section 20(1)97 is requested to be removed.</p> <p>Signage will be attractive.</p> <p>Loading areas are provided, away from residential areas.</p> <p>Infrastructure is provided.</p>

OP Policy #	Policy	Response
	<p>enhance: (i) all parking lots, and outdoor loading and service areas; and (ii) the separation between the use and adjacent sensitive uses, where appropriate; (e) motorized vehicle access is oriented in such a manner that business park related traffic will be discouraged from using Local Roads where other options are available; (f) loading bays and service areas are located to avoid conflict between pedestrian circulation, service vehicles and movement along the public right-of-way; (g) pedestrian and cycling access is accommodated in a manner which is distinguishable from the access provided to motorized vehicles and is safe and convenient; and (h) the design of the development encourages and/or accommodates public transportation services. (i) The design of the development encourages the retention and integration of existing woodlots, vegetation and drainage corridors where feasible to provide amenity areas for employees and to enhance the visual appearance of business parks in Windsor.</p>	<p>Pedestrian and cycling access will be provided.</p> <p>Fire routes are provided.</p> <p>There are no anticipated traffic or parking concerns.</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 Windsor, Council is committed</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
	to ensuring that infrastructure is provided in a sustainable, orderly and coordinated fashion.	

Therefore, the proposed development will conform to 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 15 attached to the ZBL the Site is currently zoned Manufacturing District 1.2 (MD1.2) category (see Figure 4a – City of Windsor Zoning Map 15).

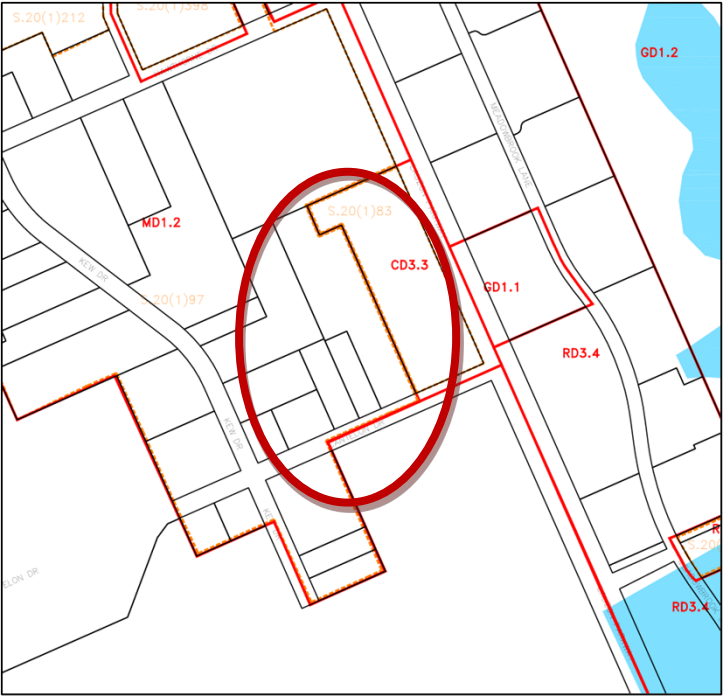


Figure 4a – City of Windsor Zoning Map 15

The Site is also subject to a site specific provision set out in Section 20(1)97, which is requested to be removed.

The zoning for the Site proposes to be changed to Commercial District 3.3 (CD 3.3 - S.20(1)XXX) category in order to permit the proposed development, including a public hall and a motel.

**PUBLIC HALL** means a building used as a main use on a temporary basis for scheduled activities, events, functions or gatherings. It may include the consumption of food and beverages and the provision of entertainment. An assembly hall, banquet hall or private hall is a public hall. An entertainment lounge, exhibition hall, place of entertainment and recreation, place of worship, professional studio, restaurant, restaurant with drive-through, or theatre is not a public hall.

**MOTEL** means a hotel.

**HOTEL** means a building used primarily for the sleeping accommodation of the travelling public. It may also include as an accessory use, any of the following: fitness centre; gift shop; health studio; meeting room; newsstand; one dwelling unit; personal service shop; restaurant. A motel is a hotel.

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

Zone Regulations	Required CD3.3 Zone	Proposed (severed lands – Club/Hall)	Proposed (retained lands - Hotel)	Compliance and/or Relief Requested with Justification
Permitted Uses	Ambulance Service Automobile Repair Garage Bakery Business Office Child Care Centre Commercial School Confectionery Food Outlet – Drive-Through Food Outlet – Take-Out Funeral Home Garden Centre Gas Bar <b>Hotel</b> Medical Appliance Facility Medical Office Micro-Brewery Parking Garage Personal Service Shop Place of Entertainment	Public Hall	Hotel (Motel)	Will comply subject to the ZBA.

Zone Regulations	Required CD3.3 Zone	Proposed (severed lands – Club/Hall)	Proposed (retained lands - Hotel)	Compliance and/or Relief Requested with Justification
	and Recreation Place Of Worship Print Shop Professional Studio <b>Public Hall</b> Public Parking Area Repair Shop – Light Restaurant Restaurant with Drive-Through Retail Store Service Station Temporary Outdoor Vendor’s Site Veterinary Office Warehouse Wholesale Store Workshop Existing Automobile Collision Shop Existing Industrial Use Existing Motor Vehicle Dealership Any use accessory to any of the above uses. An Outdoor Storage Yard is prohibited, save and except with the following main uses: Ambulance Service, Garden Centre, Temporary Outdoor Vendor’s			

Zone Regulations	Required CD3.3 Zone	Proposed (severed lands – Club/Hall)	Proposed (retained lands - Hotel)	Compliance and/or Relief Requested with Justification
	Site, Existing Automobile Collision Shop, Existing Industrial Use, Existing Motor Vehicle Dealership.			
Building Height – maximum	20.0 m;  14.5 m for any building or structure with in 150 m of a residential district, otherwise no height limit shall apply	Hall – 6.70 m	Motel –11.58 m	Complies
Gross Floor Area – maximum	Bakery or Confectionary - 500.0 m2  Workshop – 200.00%	N/A – no bakery or workshop	N/A – no bakery or workshop	Complies
Other (Section 20(1)97)	A Temporary Outdoor Vendor’s Site is prohibited in a Business Improvement Area.	N/A	N/A	Complies
Min front yard depth	9 m;  a required front yard shall be maintained exclusively as a landscaped open space yard	>9m	>9m	Complies  It is requested that Section 20(1)97 be removed. This requirement is outdated and does not achieve an efficient use of the Site.

Zone Regulations	Required CD3.3 Zone	Proposed (severed lands – Club/Hall)	Proposed (retained lands - Hotel)	Compliance and/or Relief Requested with Justification
Min side yard depth	6 m;  Provided that, a min setback of 9 m shall be required for any side yard abutting a street	South side – 6.096 m  North side - >6 m	South side – 6 m  North side - >6 m	Complies
Min rear yard depth	6 m	> 6m	> 6m	Complies
Min building set back	70 m from Lauzon Parkway	>70 m	>70 m	Complies
Other	An access area may cross a landscaped open space yard	N/A	N/A	Complies
	No off-street loading or truck storage area shall be permitted in any yard abutting Lauzon Parkway	N/A	N/A	Complies
Parking Requirements 24.20.5.1	Public Hall – 1 for each 7.5 m <sup>2</sup> GFA = <b>248 spaces</b>  Hotel/Motel - 1 for each guest room AND 1 for each 22.5 m <sup>2</sup> GFA used for a restaurant, convention hall, meeting room and other places	248 spaces	71 spaces	Complies

Zone Regulations	Required CD3.3 Zone	Proposed (severed lands – Club/Hall)	Proposed (retained lands - Hotel)	Compliance and/or Relief Requested with Justification
	of assembly = <b>71 spaces</b>  <b>Total combined = 319 spaces</b>			
Accessible Parking Spaces 24.24.1	201 to 1,000:  Type A – 0.5 space plus 1 percent of parking spaces  1 space plus 1 percent of parking spaces  <b>Total (4 Type A and 5 Type B) = 9</b>	7	2	Complies
Bicycle Parking Spaces 24.30.1.1	20 or more:  2 for the first 19 spaces plus 1 for each additional 20 parking spaces  <b>Total = 2+15.35 = 17.35 (18 rounded up)</b>	14	5	Complies
Loading Space Minimum (non-residential) 24.40.1.9	Over 2,500 m <sup>2</sup> to 7,500 m <sup>2</sup> = <b>2</b>	2	2	Complies
Parking Area Separation Minimum 25.5.20.1	.3 an interior lot line or alley – 0.90 m	>0.90 m	>0.90 m	Complies

Zone Regulations	Required CD3.3 Zone	Proposed (severed lands – Club/Hall)	Proposed (retained lands - Hotel)	Compliance and/or Relief Requested with Justification
	.5 A building wall in which is located a main pedestrian entrance facing the parking area – 2.00 m	>2.00 m	>2.00 m	Complies

Therefore, the proposed development will comply with all zone provisions set out in the CD3.3 zone, and no site-specific relief is required.

Further, Section 20(1)97 is requested to be removed.

## **6.0 SUMMARY AND CONCLUSION**

### **6.1 Context and Site Suitability Summary**

#### **6.1.1 Site Suitability**

The Site is ideally suited for the development of a public hall and a motel for the following reasons:

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

#### **6.1.2 Compatibility of Design**

The proposed development is compatible with the surrounding area.

The design of the buildings will address compatibility as part of the SPC approval.

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

Parking, fire route, and landscaping will be provided.

All zone provisions set out in the CD3.3 zone can be complied with.

#### **6.1.3 Good Planning**

The proposal represents good planning as it addresses the need for the development of a vacant parcel of land, which would contribute to providing employment opportunities in the area.

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

The proposed development will provide commercial use to the area's residents.

The Site is currently underutilized.

There are no abutting sensitive land uses.

#### **6.1.4 Environment Impacts**

The proposal will not have any negative natural environmental impacts or impacts on endangered species.



### **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/or 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.

Development 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.

The Site is not impacted by heritage resources.

## 6.2 Conclusion

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

The proposed development is an appropriate use of an underutilized vacant property and offers economic activity.

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

### Planner's Certificate:

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



**Tracey Pillon-Abbs, RPP**  
**Principal Planner**



## APPENDIX E – CONSULTATION

### CANADA POST – BRUNO DESANDO

Canada Post has no comments for the attached application.

### CITY OF WINDSOR - DEVELOPMENT ENGINEERING – JUAN PARAMO

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

**Sewer Services** - The site may be serviced by a 450mm sanitary sewer and a 2200mm storm sewer located within the Cantelon Drive right-of-way. If possible existing connections should be utilized. Any redundant connections shall be abandoned in accordance with the City of Windsor Engineering Best Practice B.P 1.3.3.

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

The subject site falls within the catchment area of the existing 450mm sanitary sewer, which was designed to handle higher wastewater flows than expected from the proposed development. Therefore, no adverse impacts on surrounding areas are anticipated as a result of the proposed development.

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

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

For more information of SWM requirements, visit: link

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

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

**Right-of-Way** - Cantelon Drive is classified as Class Two Collector Road according to the Official Plan. The current right-of-way width is sufficient, and a road-widening conveyance is not required currently.

In summary we have no objection to the proposed development. If you have any further questions or concerns, please contact Juan Paramo, of this department at [jparamo@citywindsor.ca](mailto:jparamo@citywindsor.ca)

### CITY OF WINDSOR - ENGINEERING, RIGHT OF WAY – MARK SCHAFFHAUSER

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#### Required Drawing Revisions:

1. **Driveway Approaches** – Do not conform to City of Windsor Standards, which must be constructed with straight flares and no raised curbs within the right-of-way.
  - Modify as per Standard Engineering Drawing AS-204.

## APPENDIX E – CONSULTATION

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

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.

If you have any further questions or concerns, please contact Andrew Boroski, of this department at [aboroski@citywindsor.ca](mailto:aboroski@citywindsor.ca)

### CITY OF WINDSOR - FORESTRY – YEMI ADEYEYE

No city owned trees were found on this Liaison inspection.

Multiple privately owned trees were found on this development request.

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 owned and Private trees.

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

## **APPENDIX E – CONSULTATION**

### **CITY OF WINDSOR - NATURAL AREAS – KAREN ALEXANDER**

Please request the following Other Studies:

- SAR Screening with MECP consultation and approval required; in particular, field studies using the MNRF's Survey Protocol for SAR snakes and/or mitigation required. (Ontario ESA)
- Significant Wildlife Habitat screening and field work to confirm presence/absence of protected species and habitats (PPS 2.1.5)

SPC requirements – will be informed by the results of these studies and will need to demonstrate no negative impact to the natural heritage features and ecological function of this parcel.

### **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 – CONNER O’ROURKE**

**Current Zoning Designation:** MD1.2 & S.20(1)97

**Proposed Zoning Designation:** CD3.3 and remove S.20(1)97

**Proposed Use:** Public hall and hotel with 71 guest rooms - Permitted

**Section 5 – General Provisions:** Comply

**Section 16.3 – Commercial District 3.3**

- Maximum Building Height: 20.0 m (Required)      15.9 m (Provided)

**Section 24 – Parking, Loading, and Stacking Provisions:** Complies

**Section 25 – Parking Area Regulations:**

- Parking Area Separation from a building wall in which is located a main pedestrian entrance facing the parking area: [25.5.20.1.5]
  - **2.00 m (Required)**                      **1.73 m (Provided)**

## APPENDIX E – CONSULTATION

### CITY OF WINDSOR - TRANSPORTATION PLANNING – ELARA MEHRILOU

Cantelon Drive is classified as a Class 2 Collector according to the Official Plan with a required right-of-way width of 26.2 meters per schedule X. The current right of way is sufficient; therefore, no land conveyance is required.

Sidewalks are required on both sides of Class II Collector Roads, therefore, a sidewalk contribution or construction per Engineering Right-of-Way requirements is required for a sidewalk along the property fronting Cantelon Drive.

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

A Transportation Impact Study (TIS), satisfactory to the City Engineer and prepared in accordance with the City of Windsor TIS Guidelines, is required for this application. The scope of TIS is below.

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 3.5 m/lane, maximum 4.5 m/lane) with maximum 1 m flare each side.

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

#### TIS Scope – 7100 Cantelon Dr

The following link contains overall information on the scope of a TIS (City of Windsor TIS Guidelines): <http://www.citywindsor.ca/residents/Traffic-And-Parking/Transportation-Planning/Documents/TIS-Guidelines.pdf>

- Traffic data collection / review at the following intersections:
  - Development Accesses
  - Cantelon Dr and Lauzon Pkwy
  - Cantelon Dr and Kew Dr
- Trip generation for the proposed site using ITE trip generation data
- Traffic distribution and assignment of site generated traffic onto the road network;
  - o Analysis periods: Weekday PM peak hour, Weekday AM peak hour, Saturday peak hour and Sunday peak hour if >100 trips are expected in either peak hour.
- Baseline traffic network modelling and development of total traffic projections for existing and future weekday/weekend conditions, accounting for possible growth of background traffic on existing and future road network;
  - o Horizon years: Opening day + 10 years
- Capacity and level of service analysis
- Mode shares targets should be incorporated as assumed for this area per the Active Transportation Master Plan (pg. 35 of report); [ATMP Windsor](#)
- Identification of applicable improvements for future consideration
- Preparation of a final report (to include engineers' comments and supporting figures)

**Please note the referenced pages from ITE, TAC and other manuals need to be included in report. Also, the Synchro/SimTraffic simulation files must be forwarded to transportation office.**

## APPENDIX E – CONSULTATION

Required: Please coordinate with the involved planner to determine 6500 Cantelon and 6970 Cantelon development proposals. The traffic generated by these developments must be accounted for in the TIS analysis.

Available City of Windsor traffic and intersection data can be acquired/purchased from traffic operations, contact: Dinesh Dhamotharan [ddhamotharan@citywindsor.ca](mailto:ddhamotharan@citywindsor.ca). Please note the data older than 3 years - prior to 2021 - should not be used in the analysis. Similarly, growth rate cannot be applied on year 2020 and year 2021 data because of covid 19 pandemic.

### **ENWIN - HYDRO ENGINEERING: Tia McCloskey**

No Objection to rezoning. Please note the following distribution and services at 7100 Cantelon Drive:

- Overhead 27.6kV Primary distribution pole line and associated down guy wires/ anchors, across the street to the south of the above noted property.
- Overhead 27.6kV Primary distribution pole line and associated down guy wires/ anchors, adjacent to the East Limit of the above noted property.
- Overhead 600/347V transformer, adjacent to the East limit of the above mentioned property.
- Underground 600/347V quadruplex distribution, servicing 2825 Lauzon Parkway.
- Overhead 120/208V transformer, adjacent to the East limit of the above mentioned property.
- Underground 120/208V quadruplex distribution, servicing 2885 Lauzon Parkway.
- Overhead 120/240V transformer, across the street to the south of the above noted property.
- Overhead 120/240V triplex distribution, along Cantelon Dr.
- Overhead 600/347V transformer, across the street to the south of the above noted property.
- Overhead 600/347V quadruplex distribution, servicing 6970 Cantelon Dr.

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.

### **TRANSIT WINDSOR – JASON SCOTT**

Transit Windsor has no objections to this development. The closest existing transit route to this property is with the Ottawa 4. The Ottawa 4 route has a peak weekday frequency of 20 minutes. The closest existing bus stop to this property is located directly across the street from this property on Cantelon at Lauzon Parkway Southwest Corner providing direct transit access to this development. This will be maintained and further enhanced with

## **APPENDIX E – CONSULTATION**

Transit Windsor's City Council approved 2023 Service Plan as a new local route, Route 325, will be replacing the Ottawa 4 in this area. This route will provide two conventional transit service in this area versus the existing one way loop. Route 325 will have a peak weekday frequency of 20 minutes. There will be a new bus stop implemented for the other direction of travel on Cantelon at Lauzon Parkway Northwest Corner. This is consistent with Transit Windsor's City Council approved Transit Master Plan.

### **WINDSOR FIRE & RESCUE SERVICES – MICHAEL COSTE**

Site plan control and building will have the fire issues handled. If it meets all the fire safety regulations fire has no concerns currently.





Committee Matters: SCM 74/2025

**Subject: Rezoning – 2652184 Ontario Ltd - 1110 Tecumseh Road East - Z-040/24 ZNG/7258 - Ward 4**

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

Decision Number: **DHSC 704**

1. THAT Zoning By-law 8600 **BE AMENDED** by changing the zoning of Part Lots 10 & 11, Registered Plan 423, Part Lot 466 and Lots 470 & 471, Part of Closed Alley, Registered Plan 920 (PIN 01159-0291), situated at the northeast corner of Tecumseh Road East & Benjamin Avenue, (1110 Tecumseh Road East; Roll No. 030-430-11800) from Commercial District 2.1 (CD2.1) and Commercial District 4.1 (CD4.1) to CD2.1 and by adding a site specific exception to Section 20(1) as follows:

**526. NORTHEAST CORNER OF TECUMSEH ROAD EAST & BENJAMIN AVENUE**

For the land described as Part Lots 10 & 11, Registered Plan 423, Part Lot 466 and Lots 470 & 471, Part of Closed Alley, Registered Plan 920 (PIN 01159-0291), a *Multiple Dwelling* shall be an additional permitted *main use*, and that, notwithstanding Section 25.5.20.6, the minimum separation shall be 2.0 m. (ZDM 7; ZNG/7258)

2. THAT Part Lots 10 & 11, Registered Plan 423, Part Lot 466 and Lots 470 & 471, Part of Closed Alley, Registered Plan 920, (PIN 01159-0291), situated at the northeast corner of Tecumseh Road East & Benjamin Avenue, (1110 Tecumseh Road East; Roll No. 030-430-11800), **BE CLASSIFIED** as a Class 4 area pursuant to the “Environmental Noise Guideline – Stationary and Transportation Sources – Approval and Planning (NPC-300)”.  
Carried.

Report Number: S 16/2025

Clerk’s File: Z/14916

**Clerk’s Note:**

1. The recommendation of the Development & Heritage Standing Committee and Administration are the same.
2. Please refer to Item 7.3 from the Development & Heritage Standing Committee held on March 3, 2025.

3. To view the stream of this Standing Committee meeting, please refer to:

<https://csg001-harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20250303/-1/10546>

**Subject: Rezoning – 2652184 Ontario Ltd - 1110 Tecumseh Road East - Z-040/24 ZNG/7258 - Ward 4**

**Reference:**

Date to Council: March 3, 2025  
Author: Adam Szymczak, MCIP, RPP  
Senior Planner - Development  
519-255-6543 x6250  
aszymczak@citywindsor.ca  
Planning & Building Services  
Report Date: 2/12/2025  
Clerk's File #: Z/14916

**To:** Mayor and Members of City Council

**Recommendation:**

1. THAT Zoning By-law 8600 **BE AMENDED** by changing the zoning of Part Lots 10 & 11, Registered Plan 423, Part Lot 466 and Lots 470 & 471, Part of Closed Alley, Registered Plan 920 (PIN 01159-0291), situated at the northeast corner of Tecumseh Road East & Benjamin Avenue, (1110 Tecumseh Road East; Roll No. 030-430-11800) from Commercial District 2.1 (CD2.1) and Commercial District 4.1 (CD4.1) to CD2.1 and by adding a site specific exception to Section 20(1) as follows:

**526. NORTHEAST CORNER OF TECUMSEH ROAD EAST & BENJAMIN AVENUE**

For the land described as Part Lots 10 & 11, Registered Plan 423, Part Lot 466 and Lots 470 & 471, Part of Closed Alley, Registered Plan 920 (PIN 01159-0291), a *Multiple Dwelling* shall be an additional permitted *main use*, and that, notwithstanding Section 25.5.20.6, the minimum separation shall be 2.0 m. (ZDM 7; ZNG/7258)

2. THAT Part Lots 10 & 11, Registered Plan 423, Part Lot 466 and Lots 470 & 471, Part of Closed Alley, Registered Plan 920, (PIN 01159-0291), situated at the northeast corner of Tecumseh Road East & Benjamin Avenue, (1110 Tecumseh Road East; Roll No. 030-430-11800), **BE CLASSIFIED** as a Class 4 area pursuant to the "Environmental Noise Guideline – Stationary and Transportation Sources – Approval and Planning (NPC-300)".

**Executive Summary:**

N/A

**Background:**

**Application Information:**

**Location:** 1110 Tecumseh Road East (Northeast corner of Tecumseh Road East & Benjamin Avenue; Roll No. 030-430-11800)

**Ward:** 4    **Planning District:** South Walkerville    **Zoning District Map:** 7

**Applicant:** 2652184 Ontario Ltd (Imad Najjar)

**Owner:** 2652184 Ontario Ltd (Imad Najjar)

**Agent:** Dillon Consulting (Melanie Muir)

**Proposal:** Construct a multiple dwelling consisting of 36 dwelling units over 4 storeys. A total of 47 parking spaces including 2 accessible parking spaces, and one loading space are proposed in a parking area with a single access way from Benjamin Avenue. The Applicant is requesting to amend the zoning to Commercial District 2.1 (CD2.1), adding a site-specific exception to allow a multiple dwelling as an additional permitted use with a minimum lot area of 3,800 m<sup>2</sup>, a minimum front yard depth of 3.0 m, and minimum parking area separation from a building wall of 2.0 m, and that the subject parcel be designated a Class 4 Area per “Environmental Noise Guideline - Stationary and Transportation Sources - Approval and Planning (NPC-300)”.

**Submissions:** All documents are available [online](#) or [aszymczak@citywindsor.ca](mailto:aszymczak@citywindsor.ca).

Attached to Report S 16/2025 as an Appendix:

Concept Plan (Appendix A)

Planning Justification Report (Appendix B)

Not attached to Report S 16/2025:

Application Zoning By-law Amendment

Cover Letter

Noise and Vibration Assessment

Public Information Centre Engagement Summary

**Site Information:**

Official Plan	Zoning	Current Use	Previous Use
Mixed Use Corridor	Commercial District 2.1 (CD2.1) Commercial District 4.1 (CD4.1)	Vacant	Gas Station Car Wash
Lot Frontage (Tecumseh Rd E)	Lot Frontage (Benjamin Ave)	Lot Area	Lot Shape
65.6 m	45.1 m	3,944.5 m <sup>2</sup>	Irregular

## Neighbourhood:

Section 2.0 in the PRR provides an overview of the site and the surrounding land uses.

Tecumseh Road is a Class II Arterial Road, has a five-lane cross-section with sidewalks on both sides. Benjamin Avenue is a Local Road.

The closest transit routes are the Transway 1C and Route 418X. The Transway 1C has a peak weekday frequency of 10 minutes and Route 418X has a peak weekday frequency of 30 minutes. The closest bus stop is adjacent to this property on Tecumseh at Benjamin. This will be maintained with Transit Windsor's City Council approved 2023 Service Plan and Transit Windsor's City Council approved Transit Master Plan.

**Figure 1: Key Map**

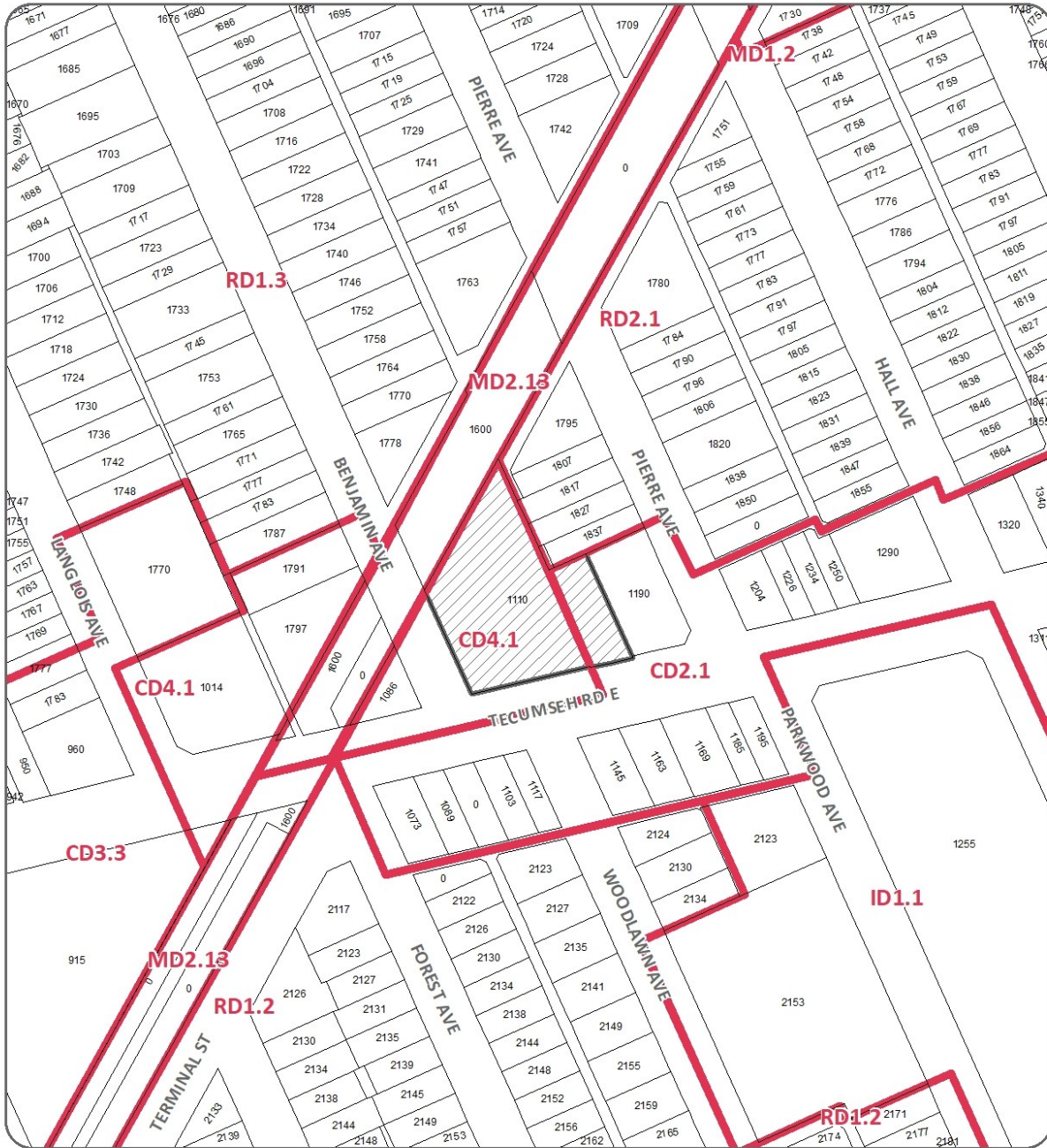


KEY MAP - Z-040/24, ZNG/7258



● SUBJECT LANDS

Figure 2: Subject Parcel - Rezoning



PART OF ZONING DISTRICT MAP 7

N.T.S.

## REQUESTED ZONING AMENDMENT

Applicant: 2652184 Ontario Ltd.



SUBJECT LANDS

PLANNING & BUILDING DEPARTMENT



DATE : DECEMBER, 2024  
FILE NO. : Z-040/24, ZNG/7258

## **Discussion:**

### **Planning Rationale Report (PRR) (Dillon Consulting Limited, November 2024)**

The PRR states that the subject site is suitable for residential development and that the proposed use is “*consistent with the Provincial Planning Statement specifically policies regarding Settlement Areas, Intensification and Redevelopment and Housing*”, is “*consistent with Mixed-Use policies in the City of Windsor Official Plan*” and “*respects the land use compatibility and site suitability directives of Official Plan, supporting healthy, complete neighbourhoods*”. City of Windsor Planning and Development Services concurs with the analysis, summary, and conclusions in the PRR.

### **Noise and Vibration Assessment (Dillon Consulting Limited – September 2024)**

The report notes that noise impacts “can be sufficiently controlled by” upgraded glazing, STC 54 acoustical equivalent façade construction, installation of central air conditioning and Type D warning clause, provision for the installation of central air conditioning and a Type C warning clause, and Type E and Type F warning clauses. Mitigation measures in the report will be implemented via Site Plan Control and Building Permit processes.

The assessment recommends that the subject parcel be designated as a Class 4 area in accordance with the “Environmental Noise Guideline – Stationary and Transportation Sources – Approval and Planning (NPC-300)”. The Class 4 designation allows noise sources to meet a higher noise threshold, which may reduce or eliminate the degree of mitigation required by the noise source. The report notes that the proposed development meets the conditions in NPC-300. Recommendation 2 in Report S 16/2025 implements the Class 4 designation.

### **Provincial Planning Statement 2024 (PPS 2024):**

The PPS 2024 provides policy direction on matters of provincial interest related to land use planning in Ontario. All advice, comments, submissions, and municipal decisions shall be consistent with the PPS 2024. Section 3.5 in the PRR provides an analysis of the relevant PPS 2024 policies. The PRR concludes that the “*thirty-six (36) unit residential development is consistent with the intent of the Provincial Planning Statement ... by providing residential infill in a quality, compact form within an already established mixed use area close to major public facilities and resources*”. Planning and Development Services concurs with this analysis and that the proposed multiple dwelling and amendment to Zoning By-law 8600 are consistent with the PPS 2024.

### **Official Plan (OP):**

The parcel has a designation of “Mixed Use Corridor” on Schedule D: Land Use in the Official Plan. Section 3.5 in the PRR submitted by the Applicant has a complete review and analysis of appropriate Official Plan policies. The PRR concludes that the “*proposed development meets the intent of the plan and satisfies the development evaluation to warrant an amendment to the Zoning By-law to permit the proposed multi-unit dwelling and site-specific zoning provisions to permit the development of the subject site*”. Further, the PRR states that the “*proposed development introduces the potential for mid-rise residential units to the area, providing an opportunity for the potential of affordable or attainable housing*”. Planning and Development Services concurs with the analysis in the PRR and that the proposed amendment to Zoning By-law 8600 conforms to the general policy direction of the OP.

### **City of Windsor Intensification Guidelines:**

The Intensification Guidelines provide further direction for infill and intensification within existing neighbourhoods. Per the OP, the parcel is in a “Mixed Use Corridor”. Section 3.5.6.1 of the PRR includes a review of the Intensification Guidelines. The PRR notes that the *“development integrates smoothly with the existing character of Tecumseh Road East while minimizing impacts on neighboring low-density areas”* and that the *“parking area is located out of public view, with plans for additional screening features to be incorporated in the final site design, further enhancing the development’s compatibility with its surroundings”*.

The PRR notes that *“Design guidelines will be adhered to and thoroughly reviewed during the Site Plan Control process”*. City of Windsor Planning and Development Services accepts the review of the Intensification Guidelines in the PRR. The proposed amendment is consistent with the directives of the Intensification Guidelines.

### **Zoning By-Law:**

The parcel is zoned CD2.1 and CD4.1, which allow a broad range of commercial and residential uses. The CD2.1 zoning requested by the Applicant is appropriate.

The applicant requested three provisions concerning minimum lot area, minimum front yard depth and a reduction in the minimum parking area separation. The lot area and front yard depth provisions are not necessary. CD2.1 has no minimum lot area or front yard depth requirements. The massing of the multiple dwelling and the number of dwelling units will be controlled by the amount of parking provided on the parcel.

Given the irregular shape of the parcel, the elimination of the front yard setback allows flexibility in the location of the building and the design of the parking area. The reduction in the parking area separation will not have any adverse impact on the use and enjoyment of the dwelling units. The proposed development will have to comply with all other zoning provisions.

### **Site Plan Control:**

The proposed development is subject to Site Plan Control. The Site Plan Approval Officer will incorporate the direction of the City of Windsor Intensification Guidelines and will review the comments from departments and agencies in Appendix C to this report.

### **Risk Analysis:**

N/A

### **Climate Change Risks**

#### **Climate Change Mitigation:**

The proposed 36 unit multiple dwelling implements Environmental Master Plan Objective C1: Encourage in-fill and higher density in existing built areas. Residential infill intensification minimizes the impact on community greenhouse gas emissions as these developments create complete communities and neighbourhoods while using available infrastructure such as sewers, sidewalks, and public transit.

#### **Climate Change Adaptation:**

The proposed multiple dwelling offers an opportunity to increase resiliency for the development and surrounding area by supporting a complementary and compact form

of housing, redevelopment, and intensification that is near existing and future transit and active transportation options. While not the subject of this report, any new construction would be required to meet the current provisions of the Building Code, which will be implemented through the building permit process. The site will be required to incorporate storm water management best practices. Any site plan control application will be reviewed for opportunities to enhance resiliency.

**Financial Matters:**

N/A

**Consultations:**

A Public Information Centre was held on April 30, 2024, from 5:30 pm to 7 pm at the Giovanni Caboto Club. Section 3.6.1 in the PRR summarizes comments received at the public open house and the Applicant’s response to them. Attached as Appendix C are comments received from municipal departments and external agencies. Per the Planning Act, statutory notice was advertised in the Windsor Star, a local newspaper. A courtesy notice was mailed to property owners within 200 m of the subject lands.

**Conclusion:**

Based on the documents submitted by the Applicant and the analysis in this report, it is my opinion that the recommend amendment to Zoning By-law 8600 is consistent with the PPS 2024 and is in conformity with the Official Plan.

The proposed amendment will permit a use, a multiple dwelling with 36 dwelling units, which is compatible with existing and permitted uses in the surrounding area, represents an appropriate increase in density, provides an opportunity for the construction of modern housing stock, and supports a complementary form of housing located near various transportation options. Site plan control is the appropriate land use tool to consider the requirements and comments of departments and agencies. The recommendation to amend Zoning By-law 8600 constitutes good planning.

**Planning Act Matters:**

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

*Greg Atkinson, MCIP, RPP  
Deputy City Planner - Development*

*Neil Robertson, MCIP, RPP  
City Planner*

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

JP

JM

**Approvals:**

Name	Title
Adam Szymczak	Senior Planner - Development
Greg Atkinson	Deputy City Planner - Development
Neil Robertson	City Planner



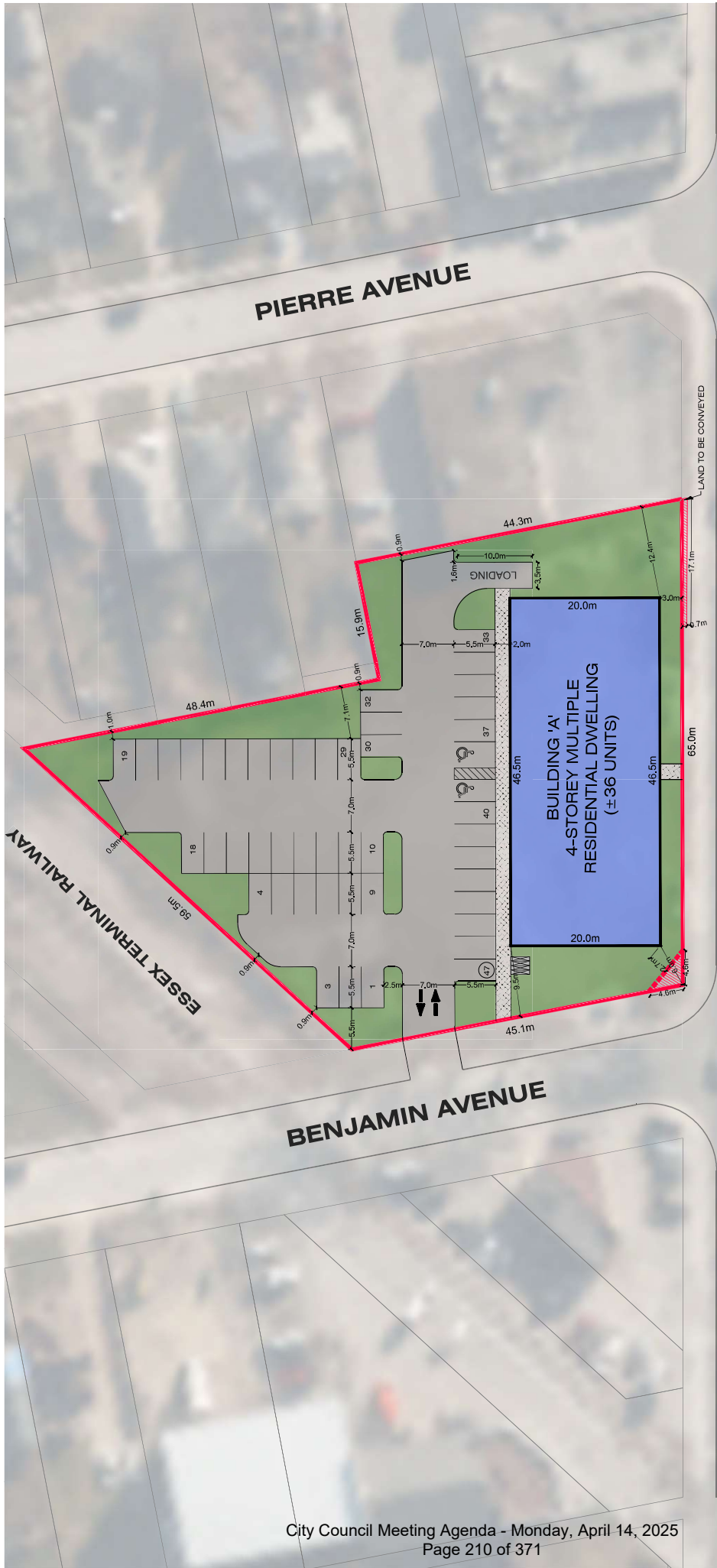
Name	Title
Aaron Farough	Senior Legal Counsel
Jelena Payne	Commissioner, Economic Development
Janice Guthrie for Joe Mancina	Chief Administrative Officer

**Notifications:**

Name	Address	Email

**Appendices:**

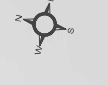
- 1 Appendix A - Concept Plan
- 2 Appendix B - Planning Justification Report
- 3 Appendix C - Consultations



**SITE MATRIX**  
 PROPOSED ZONE - CD2.1 with site-specific  
 FRONT YARD DEPTH - 3.0m  
 BACK YARD DEPTH - 24.0m  
 SIDE YARD DEPTH - 3.0m  
 UNIT COUNT - 36 UNITS  
 REQUIRED PARKING - 45 spaces (1.25 spaces per unit)  
 PROVIDED PARKING - 47 spaces (1.30 spaces per unit)

PROPOSED SIDEWALK  
 PROPOSED LANDSCAPED AREA  
 PROPOSED MULTI-UNIT BUILDING (±36 UNITS)  
 SUBJECT AREA (± 0.39ha / 0.96ac)  
 LAND TO BE CONVEYED

PROJECT: 25-0228  
 STATUS: DRAFT  
 DATE: 11/13/2024



SCALE: 1:500 (1:147)

MAP/DRAWING INFORMATION:  
 ALL DIMENSIONS AND BOUNDARY INFORMATION SHOULD BE VERIFIED BY AN O.C.S. PRIOR TO CONSTRUCTION.  
 CREATED BY: MRU  
 CHECKED BY: MAM  
 DESIGNED BY: MRU

FILE LOCATION:  
 c:\essex\projects\2024\184\_2m\dm211523-0228 - 1110 tecumseh road east - concept plan - nov 2024.dwg  
 November, 13, 2024 9:20 AM  
 SOURCE: THE COUNTY OF ESSEX INTERACTIVE MAPPING (2023)

**2652184 ONTARIO LTD.**  
 1110 TECUMSEH ROAD EAST

**CONCEPTUAL DEVELOPMENT PLAN**

2652184 ONTARIO LTD.

# PLANNING JUSTIFICATION REPORT

1110 Tecumseh Road East Redevelopment

Zoning By-law Amendment

November 2024 – 23-6238

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# 1.0 INTRODUCTION

## 1.1 PURPOSE

Dillon Consulting Limited (Dillon) has been retained by 2652184 Ontario Ltd., herein referred to as the ‘Applicant’, to assist in obtaining the necessary planning approvals associated with the proposed multi-unit residential development located at 1110 Tecumseh Road East, south of the Essex Terminal Railway corridor and east of Benjamin Avenue, herein referred to as the ‘Subject Site’. The Subject Site is located on the Traditional Commercial Streets Special Policy Area within the South Walkerville Planning District in the City of Windsor, Ontario (refer to *Figure 1.0 – Location Map*).

Figure 1: Location Map



Source: County of Essex Online Mapping (2023), Prepared by Counterpoint Land Development by Dillon Consulting

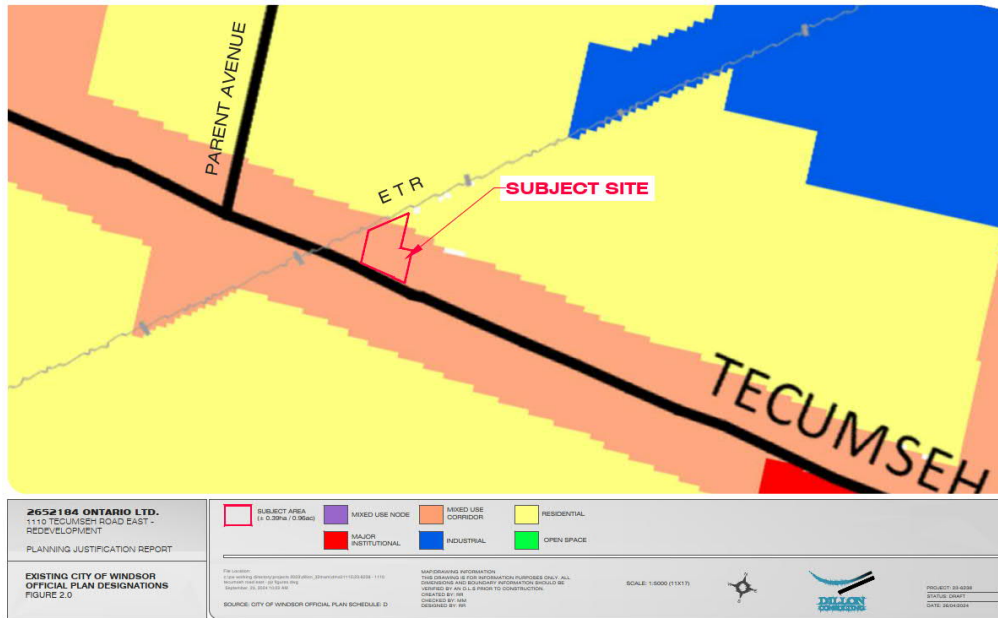
The Subject Site is designated as follows in the City of Windsor Official Plan, and the City of Windsor Zoning By-law 8600:

City of Windsor Official Plan – Schedule D: Land Use

- " Mixed-Use Corridor"

(Refer to *Figure 2.0 - Existing City of Windsor Official Plan Designation*).

Figure 2: Existing City of Windsor Official Plan Designation



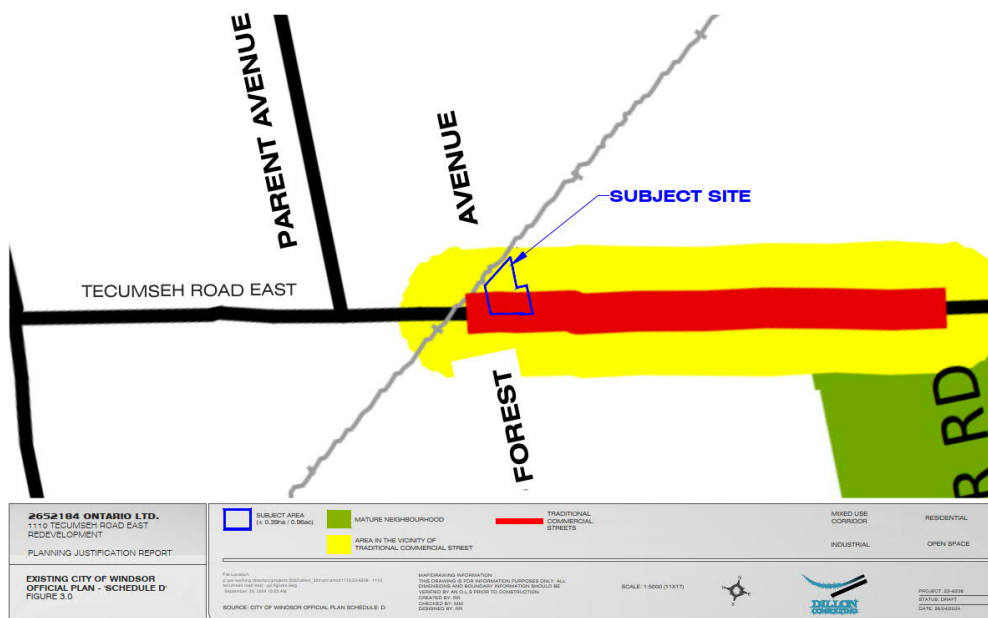
Source: City of Windsor Official Plan Schedule 'D', Prepared by Counterpoint Land Development by Dillon Consulting

City of Windsor Official Plan – Schedule A-1: Special Policy Areas

- Mainstreets – Special Policy Area: “Traditional Commercial Street”

(Refer to Figure 3.0 - Existing City of Windsor Official Plan Special Policy Area Designation).

Figure 3: Existing City of Windsor Official Plan Special Policy Area Designation



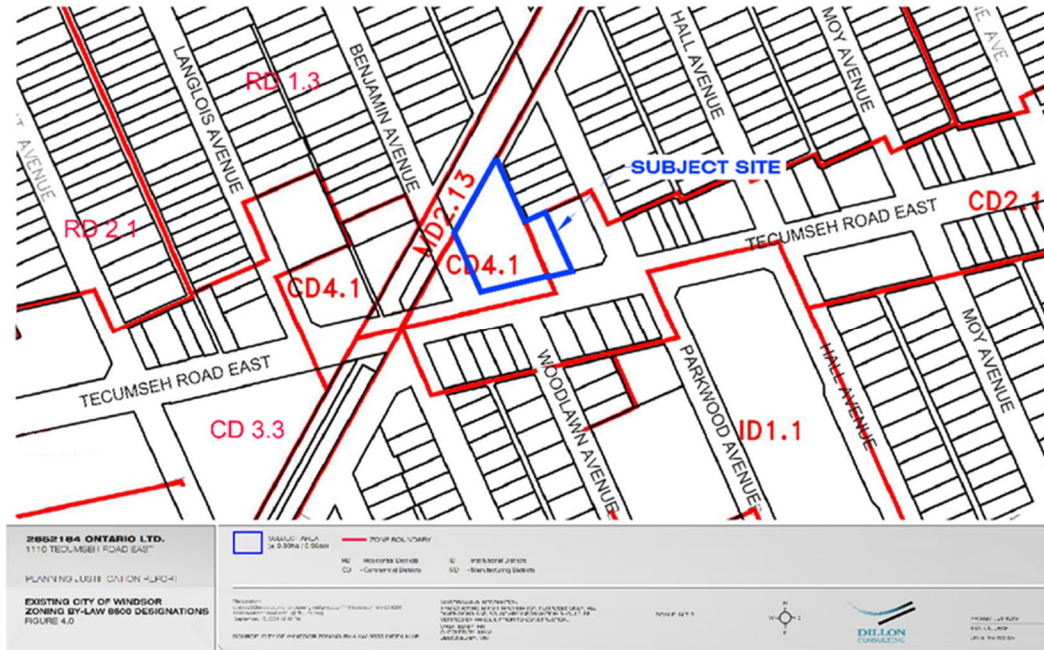
Source: City of Windsor Official Plan Schedule 'D', Prepared by Counterpoint Land Development by Dillon Consulting

City of Windsor Zoning By-law 8600

- General Commercial (CD2.1); and
- Highway Commercial (CD4.1).

(Refer to Figure 4.0 - Existing City of Windsor Zoning By-law 8600 Designations).

Figure 4: Existing City of Windsor Zoning By-law 8600 Designation



Source: City of Windsor Official Plan Schedule 'D', Prepared by Counterpoint Land Development by Dillon Consulting

The Subject Site is currently designated as Mixed-Use Corridor in the City of Windsor Official Plan (refer to Figure 2.0 - Existing City of Windsor Official Plan Designation). In July 2022, the City of Windsor adopted Official Plan Amendment No. 159 to provide direction and implement policies regarding intensification within the City. Official Plan Amendment No. 159 states that the Tecumseh Road East and Benjamin Avenue intersection is a Mixed-Use Corridor. As per the amended Official Plan policies (Sections 6.3.2.1, 6.5 and 6.5.3.1), medium to high profile residential buildings shall be directed to locate in Mixed Use Corridors, including stand-alone residential buildings of no more than four (4) storeys in height.

The Applicant is requesting that Council approve a site-specific Zoning By-law Amendment to the City of Windsor Zoning By-law 8600 in order to permit the proposed development of one (1), 14.0 metre (4-storey) multiple dwelling building and the associated parking lot.

Following approval of the Zoning By-law Amendment application, an application for Site Plan Control Approval will be required to facilitate the proposed development on the Subject Site which will be submitted separately at the appropriate time.



## 1.2 DESCRIPTION OF SITE

The Subject Site is located at 1110 Tecumseh Road East, south of the Essex Terminal Railway corridor, and east of Benjamin Avenue within the South Walkerville Planning District in the City of Windsor (refer to *Figure 1.0 – Location Map*). These lands are legally described as:

- Part Lot 11, RP 423; Lots 470 & 471, Part Lot 466 and Part Closed Alleys, RP 920.

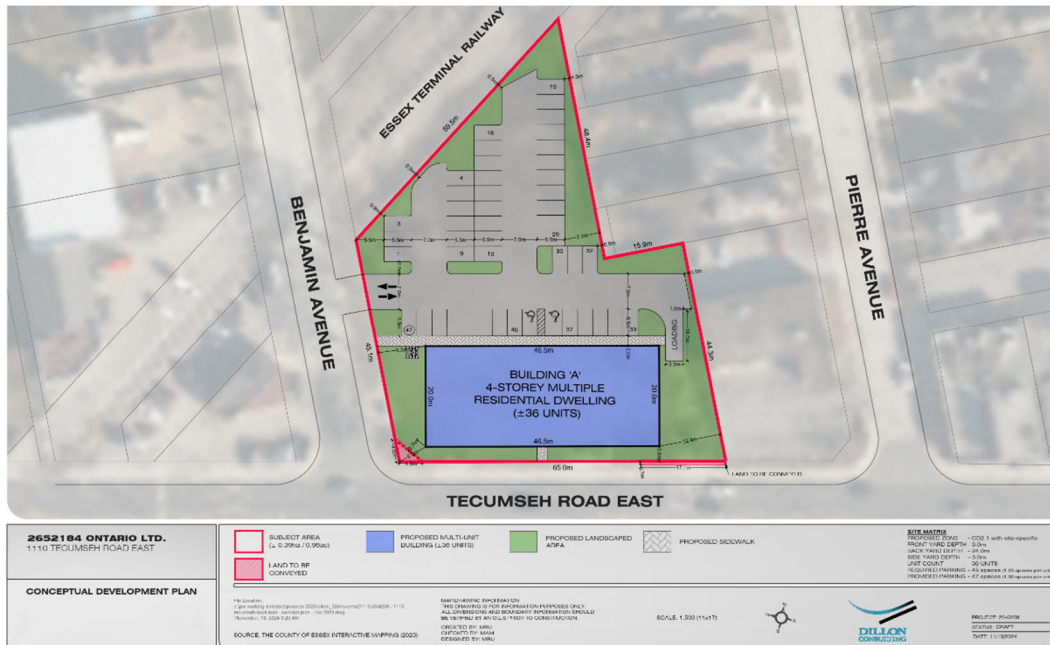
The total site area under application is 0.39 hectares (0.96 acres), having approximately 65.6 metres (215.22 feet) of frontage along Tecumseh Road East and 45.11 metres (148 feet) along Benjamin Avenue. A gas station and car wash were previously located on the parcel; however, the Subject Site is currently vacant.

## 1.3 PROPOSED DEVELOPMENT

The proposed development of the Subject Site will include the construction of a 14.0 metre (4-storey) multiple dwelling consisting of 36 dwelling units and 47 parking spaces located north of the proposed building, with a parking ratio of 1.30 spaces per unit. The proposed building front on Tecumseh Road East.

Access to the Subject Site will be provided from Benjamin Avenue. The Conceptual Development Plan illustrates the proposed residential development on the Subject Site (refer *Figure 5.0 – Conceptual Development Plan*).

Figure 5: Conceptual Development Plan



Source: Conceptual Development Plan, Prepared by Counterpoint Land Development by Dillon Consulting

## 1.4 PROPOSED APPLICATION

The Subject Site is currently zoned as both General Commercial (CD2.1) and Highway Commercial (CD4.1) in the City of Windsor Zoning By-law 8600 (Refer to *Figure 4.0 - Existing City of Windsor Zoning By-law 8600 Designations*). The current CD2.1 and CD4.1 zone do not permit the proposed residential development. As such, a Zoning By-law Amendment is requested to rezone the Subject Site to a site specific General Commercial (CD2.1) zone with site specific provisions for multiple dwellings with more than 5 dwellings. Relief from the following provisions is requested as part of the Zoning By-law Amendment:

- Addition of “Multiple Dwelling” as a permitted uses;
- A Minimum Lot Area of 3800 m<sup>2</sup>;
- A Minimum Front Yard Depth of 3m; and
- Relief from Section 25.5.20.6 – 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 from 4.5 metres to 2.0 metres.

All other zone provisions would remain in accordance with the General Commercial (CD2.1) zone.

The proposed development should be designated as a Class 4 area due to its proximity to existing stationary noise sources. According to the MECP guidelines, a Class 4 designation is appropriate for areas undergoing redevelopment where new sensitive land uses are planned, but the surrounding industrial or commercial operations are lawful and already established. This designation allows for higher noise limits and helps manage compatibility between the proposed residential development and nearby noise sources, such as industrial activities and transportation corridors. The Class 4 classification will enable the developer to meet noise control requirements through specific building construction measures and ensure compliance with the Ontario Ministry of Environment, Conservation and Parks (MECP) standards for noise and vibration.

As demonstrated in Section 3.0 of this report, the intensification of these lands for residential development is in keeping with pertinent local policies, provisions and guidelines of the Provincial Planning Statement (2024), the City of Windsor Official Plan, and the City of Windsor Zoning By-law 8600.

## 2.0 EXISTING LAND USE

### 2.1 SUBJECT SITE

The physical attributes of the Subject Site are as follows:

- A total site area of 0.39 hectares (0.96 ac);
- Irregular shape;
- Frontage on Tecumseh Road East and Benjamin Avenue;
- Vacant land;
- Existing railway north of the property line (Essex Terminal Railway);
- Existing trees along the northern, western, and southern property line;
- Transit route located along Tecumseh Road East, with transit stop located in front of the property;
- Sidewalks located on both sides of Tecumseh Road East and Benjamin Avenue; and
- Access to existing municipal services.

### 2.2 SURROUNDING LAND USE

The surrounding land uses are as shown in *Figure 6.0 - Surrounding Land Uses* and are described as follows:

#### North

- **Existing Uses:** Essex Terminal Railway, and Low Density Residential (single detached dwellings);
- **Official Plan Designation(s):** Rail Corridors & Rail Yards and Residential; and,
- **Zone(s):** Residential District 1.3 (RD1.3), and Manufacturing District 1.3 (MD1.3).

#### East

- **Existing Uses:** Low Density Residential (single detached dwellings), and Commercial (Tamimi Remedy's Rx - Pharmacy Medical Clinic, Indian Swaad Restaurant);
- **Official Plan Designation(s):** Residential and Mixed-Use Corridor; and
- **Zone(s):** Residential District 2.1 (RD2.1), and Commercial District 2.1 (CD2.1).

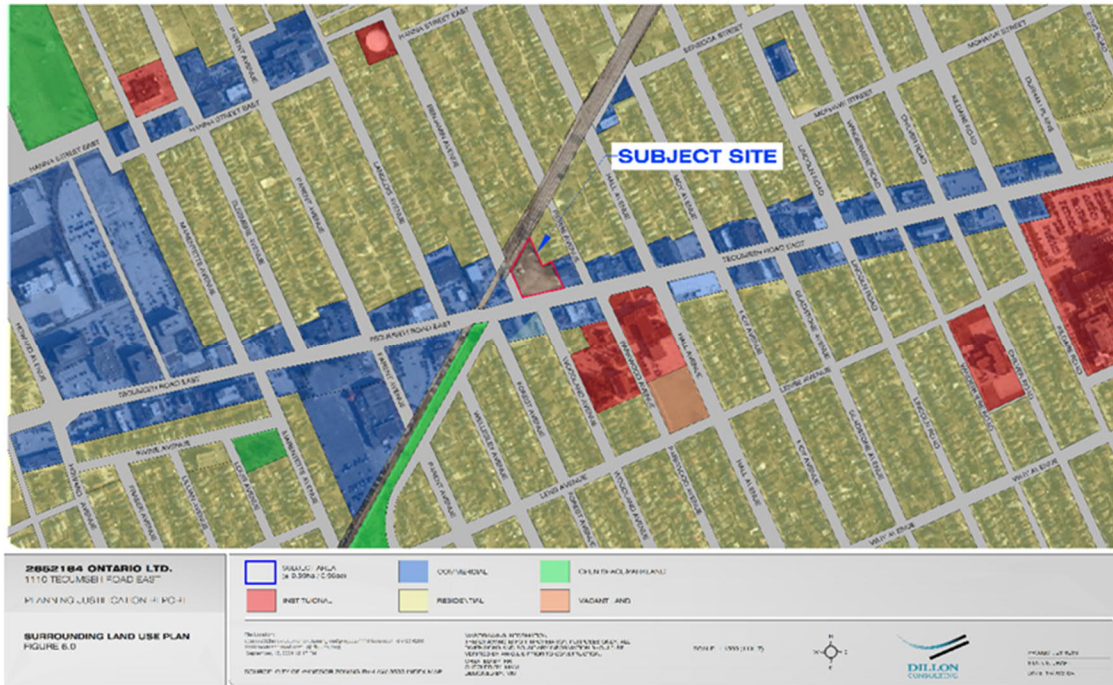
#### South

- **Existing Uses:** Commercial (McLaren's Photo Lab, Family Dollar Store, Windsor Chrome Furniture, Smoke and Vape Shop), Institutional (John Campbell Public School, St. Michael's Catholic Church), and Low Density Residential;
- **Official Plan Designation(s):** Mixed Use Corridor and Residential; and,
- **Zone(s):** Commercial District 2.1 (CD2.1), Residential District 1.2 (RD1.2), and Institutional District 1.1 (ID1.1).

#### West

- **Existing Uses:** Commercial (Five Star Oil Change, Heritage Tire Sales, Enterprise Rent-A-Car), and Essex Terminal Railway;
- **Official Plan Designation(s):** Mixed Use Corridor and Rail Corridors & Rail Yards; and,
- **Zones(s):** Commercial District 4.1 (CD4.1), and Manufacturing District 1.3 (MD1.3).

Figure 6: Existing City of Windsor Zoning By-law 8600 Designation



Source: Surrounding Land Use Map, Prepared by Counterpoint Land Development by Dillon Consulting

## 3.0 PLANNING EVALUATION

To determine the feasibility and appropriateness of the proposed development, a comprehensive evaluation of the potential planning issues and impacts has been undertaken. The scope and level of detail of the planning evaluation has been based on:

- Provincial Planning Statement (2024);
- City of Windsor Official Plan policies and criteria;
- City of Windsor Official Plan - Traditional Commercial Streets (Special Policy Area);
- City of Windsor Zoning By-Law 8600 regulations; and
- Visual inspections of the site and surrounding lands.

Recognizing that overlaps exist between the various policies and criteria in the Official Plan, the approach used attempts to consolidate the relevant policies and criteria to identify and evaluate the compliance and/or potential planning and land use related issues associated with the proposed residential development.

### 3.1 PROVINCIAL PLANNING STATEMENT

The Provincial Planning Statement (PPS) provides direction on matters of provincial interest related to land use planning and development providing for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environments. The PPS 2024 is issued under section 3 of the Planning Act and is a streamlined province-wide land use planning policy framework that replaces both the PPS 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 while building upon housing-supportive policies from both documents. It requires that all decisions affecting planning matters shall be consistent with the revised PPS. There are a number of sections of the Provincial Planning Statement that apply to the proposed residential development.

Our analysis suggests that the following policies of the Provincial Planning Statement are supportive of the Zoning By-law Amendment application:

- Policy 2.1.4, relating to the provision of a range of and mix of housing options;
- Policy 2.1.6, relating to the achievement of complete communities;
- Policy 2.2.1, relating to housing;
- Policy 2.3.1, relating to general Policies for Settlement Areas;
- Policy 2.4.3.1, relating to frequent transit corridors;
- Policy 2.8.1, relating to employment and supporting a modern economy;
- Policy 2.9.1, relating to energy conservation, air quality and climate change;

- Policy 3.1.2, relating to new infrastructure;
- Policy 3.2, relating to transportation systems;
- Policy 3.3, relating to Transportation and infrastructure corridors;
- Policy 3.5, relating to land use compatibility;
- Policy 3.6, relating to sewage, water and stormwater;
- Policy 3.7, relating to waste management; and
- Policy 6.0, relating to the implementation and interpretation of the PPS policies.

These policies will be referenced throughout the remainder of this report. Our analysis concludes that the proposed development is consistent with the above policies of the Provincial Planning Statement.

## 3.2 CITY OF WINDSOR OFFICIAL PLAN

The City of Windsor Official Plan sets general directions for the future pattern of development envisioned for the municipality during the planning period. The Official Plan includes general development policies within the Primary Plan – Chapter 6, Section 6.5.3 with respect to new development within a Mixed-Use Corridor. Some of the general objectives of the Mixed-Use Corridor land use designation is as follows:

- To take the form of commercial strips along Arterial and Collector roads within Windsor;
- To provide people-oriented employment and to accommodate higher density/intensity development while maintaining a broad mix of land uses that support investment in transit and the achievement of complete communities.

Recently, the City of Windsor has adopted Official Plan Amendment No. 159 to provide further policy direction in regards to residential intensification and mixed-use development. Official Plan Amendment No. 159 provides the following locational criteria for new Mixed-Use Corridor development:

- There is access to Class I or Class II Arterial Roads or Class I Collector Roads;
- Full municipal physical services can be provided; and
- Commercial related traffic can be directed away from residential areas.

The Subject Site is currently designated as Mixed-Use Corridor within the City of Windsor Official Plan (refer to *Figure 2.0 – Existing City of Windsor Official Plan Designation*). The Mixed-Use Corridor land use designation permits residential uses as stand-alone Medium and High-Profile buildings with heights of four (4)-storeys or more. As such, an Official Plan Amendment is not required to facilitate the proposed development.

Our analysis suggests that the following policies found in the Official Plan are supportive of the Zoning By-law Amendment application:

- Section 3.2, relating to growth and efficient land use;

- Section 3.3.2, relating to corridors;
- Section 4.2.1.1, relating to planning & design;
- Section 6.2.1.3, relating to types of development pattern;
- Section 6.5, relating to commercial land use designation;
- Section 6.5.1.8, relating to residential intensification;
- Section 6.5.3, relating to Mixed Use Corridor land use designation;
- Section 7.1.3, relating to community transportation;
- Section 7.2, relating to transportation systems;
- Section 7.3.1, relating to infrastructure;
- Section 8.3, relating to designing for people;
- Section 8.4.1.1, relating to integrated pedestrian access;
- Section 8.5.2.8, relating to energy conservation;
- Section 8.6.2.3, relating to shadow study;
- Section 8.7.1.1, relating to built form;
- Section 8.11, relating to streetscapes;
- Section 11.2, relating to special policy areas;
- Section 11.6.3, relating to Zoning By-law Amendment Policies; and
- Section 11.7, relating to Site Plan Control.

These policies will be referenced throughout the remainder of this report.

### 3.3 CITY OF WINDSOR OFFICIAL PLAN VOLUME II, SPECIAL POLICY AREAS

The City of Windsor Official Plan Includes Volume II which contains Special Policy Areas, Secondary Plans and Schedules. The Special Policy Areas are adopted as formal amendments to the Primary Plan and provide more detailed policy direction for selected areas throughout the City. The Subject Site is located within the Traditional Commercial Streets Special Policy Area on Schedule A-1, within the South Walkerville Planning District. Although the Subject Site is not located within a Special Policy Area designation on Schedule A, the Subject Site is subject to the Traditional Commercial Streets policies in the Special Policy Areas Chapter (refer to *Figure 3.0 - Existing City of Windsor Official Plan Special Policy Area Designation*). The Traditional Commercial Streets designation policies regarding “Off-Street Parking Areas in the Vicinity of Traditional Commercial Streets prevail over any other sections of the Primary Official Plan in relation to parking areas.

Our analysis suggests that the policies found in the Official Plan, Volume II are supportive of the Zoning By-law Amendment application.

### 3.4 CITY OF WINDSOR ZONING BY-LAW 8600

The City of Windsor Zoning By-law 8600 provides specific standards and regulations for all developments within the City. The Zoning By-law implements the policies of the City of Windsor Official Plan by regulating the built form and land uses throughout the Municipality.

The Subject Site is currently zoned as both General Commercial (CD2.1) and Highway Commercial (CD4.1) in the City of Windsor Zoning By-law 8600 (refer to *Figure 4.0 - Existing City of Windsor Zoning By-law 8600 Designations*). The General Commercial (CD2.1) zone and Highway Commercial (CD4.1) zone do not currently permit the proposed multiple dwelling. As such, a Zoning By-law Amendment is proposed to rezone the Subject Site from General Commercial (CD2.1) and Highway Commercial (CD4.1) to a site specific General Commercial (CD2.1) zone with the following site-specific provisions noted in bold, as follows:

Zone Provisions (CD2.1)	Required	Proposed
<b>Permitted Uses</b>	Bakery, Business Office, Child Care Centre, Commercial School, Confectionery, Food Outlet – Drive-Through, Food Outlet – Take-Out, Funeral Establishment, Garden Centre, Gas Bar, Medical Office, Micro-Brewery, Parking Garage, Personal Service Shop, Place of Entertainment and Recreation, Place of Worship, Professional Studio, Public Hall, Public Parking Area, Repair Shop – Light, Restaurant, Restaurant with Drive-Through, Retail Store, Temporary Outdoor Vendor’s Site, Tourist Home, Veterinary Office, Wholesale Store, Existing Automobile Repair Garage, Existing Service Station.  Any use accessory to any of the preceding uses.	Bakery, Business Office, Child Care Centre, Commercial School, Confectionery, Food Outlet – Drive-Through, Food Outlet – Take-Out, Funeral Establishment, Garden Centre, Gas Bar, Medical Office, Micro-Brewery, Parking Garage, Personal Service Shop, Place of Entertainment and Recreation, Place of Worship, Professional Studio, Public Hall, Public Parking Area, Repair Shop – Light, Restaurant, Restaurant with Drive-Through, Retail Store, Temporary Outdoor Vendor’s Site, Tourist Home, Veterinary Office, Wholesale Store, Existing Automobile Repair Garage, Existing Service Station, and Multiple Dwelling (with 5 or more dwelling units).  Any use accessory to any of the preceding uses.
Prohibited Uses	An Outdoor Storage Yard is prohibited, save and except, in combination with the following main uses:  Garden Centre, Temporary Outdoor Vendor’s Site, Existing Automobile Repair Garage.	An Outdoor Storage Yard is prohibited, save and except, in combination with the following main uses:  Garden Centre, Temporary Outdoor Vendor’s Site, Existing Automobile Repair Garage.
Provisions	Building Height – maximum 14.0 m  Gross Floor Area – maximum  Bakery or Confectionery – 550.0 m <sup>2</sup>	Building Height – maximum 14.0 m  Gross Floor Area – maximum  Bakery or Confectionery – 550.0 m <sup>2</sup>



Zone Provisions (CD2.1)	Required	Proposed
	A Temporary Outdoor Vendor's Site is prohibited in a Business Improvement Area.	A Temporary Outdoor Vendor's Site is prohibited in a Business Improvement Area.

The new permitted uses of "Multiple Dwelling" will meet the following site specific zone provisions similar to those of the Residential District 2.5 (RD2.5) zone. The proposed site-specific reliefs are noted in bold, as follows:

Zone Provisions (RD2.5)	Required	Proposed
Minimum Lot Frontage (Lot Width – minimum)	20.0 m	43.6 m
Minimum Lot Area – per dwelling unit – minimum	166.0 m <sup>2</sup> per unit (166.0 m <sup>2</sup> x 36 DU) = 5,976 m <sup>2</sup>	3800 m <sup>2</sup>
Maximum Lot Coverage	50.0%	23.75%
Minimum/Maximum Main Building Height	7.0 m / 14.0 m	14.0 m
Minimum/Maximum Front Yard Depth	6.0 m / 7.0 m	3.0 m (Benjamin Avenue)
Minimum Rear Yard Depth	7.50 m	11.3 m (East)
Minimum Side Yard Width	1.20 m	3.0 m (South) 18.7 m (North)
S. 5.15.5 – Corner Lot <b>(Minimum Separation)</b>	6.0 m	3.0 m (southwest corner)
S.25.5.20.1.6 – Parking area <b>separation from a building</b> 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	2.0 m

The proposed development complies with the requirements of the above noted provisions. The requested site-specific Zoning By-law Amendment provides an opportunity for residential intensification and growth in a strategic location within the City of Windsor. The proposed site specific General Commercial (CD2.1) zone

would facilitate the Subject Site to develop with a desirable built form with higher intensification density while complying with the general intent of the City of Windsor Zoning By-law 8600.

The proposed site specific CD2.1 zone will permit the proposed multiple dwellings as well as providing the Subject Site with the appropriate lot width, lot area, building height, and building setbacks to support the development. Overall, the proposed site-specific provisions are in keeping with the general intent of the CD2.1 zone and, with regard to the multiple dwellings provisions in the RD2.5 zone.

The proposed relief in minimum lot area from 5,976 m<sup>2</sup> to 3,800 m<sup>2</sup> will facilitate the introduction of a new form of residential units in the neighbourhood. This will allow the ability to provide a range and mix of housing options to the existing and future residents of the area. The development supports needed residential dwelling units to the area and will support intensification to the South Walkerville Planning District.

The proposed relief in minimum front yard depth from 6.0m to 3.0m allows for the creation of a more pedestrian-friendly environment, promote active street frontages, and encourage walkability. It also helps define the street edge more clearly and create a more urban and cohesive streetscape. The proposed development will define the corner visually and create a stronger street presence, which can improve safety through natural surveillance (eyes on the street) and reinforce urban design goals to enhance walkability and active transportation modes. Additionally, it helps accommodate more building footprint without significantly compromising safety or aesthetics.

The reduction in parking lot separation from 4.5m to 2.0m can be justified by prioritizing efficient land use, especially in urban areas with space constraints. This reduction allows for more optimal use of the available site area, enabling the development to provide adequate parking without unnecessarily consuming valuable land that could be used for landscaping or other amenities. Furthermore, the reduced separation is mitigated by thoughtful site design, ensuring that pedestrian pathways, landscaping, and building orientation maintain safety and comfort for residents and visitors. In an urban context, this flexibility in separation distances supports a more compact, sustainable development while still addressing functional and aesthetic considerations. The reduced parking setback also aligns with urban planning goals of minimizing the visual impact of parking areas, integrating them seamlessly into the overall design without compromising the active frontage and pedestrian-friendly environment.

The above noted policies will be referenced throughout the remainder of this report.

### 3.5 PLANNING ANALYSIS AND CONSIDERATIONS

Municipalities in Ontario are required under Section 3 of the Planning Act to ensure that planning matters and decisions are consistent with the Provincial Planning Statement (PPS). The Provincial Planning Statement includes policies designed to build strong and healthy communities and are intended to direct efficient and resilient development and land use patterns. According to the Provincial Planning Statement, healthy, liveable and safe communities are sustained by: promoting efficient development and land use pattern, accommodating a range and mix of housing, avoiding development and land use patterns which cause environmental or public health and safety concerns, and promoting cost effective development patterns to minimize land consumption and servicing costs.

The proposed residential development will support the future growth of the community and provide a greater diversity of housing and built form in the area. The proposed development is compatible with the surrounding land uses and provides an opportunity for the use of underutilized vacant land, within an already built-up area, in a manner that is supportive of good land use principles. The development is in keeping with the Provincial Planning Statement and Official Plan policies which support accommodating communities with a mix of residential development. As a result, the development encourages higher density medium to high profile residential uses as either stand-alone buildings or part of a commercial-residential mixed-use development (OP, 3.2, 4.2.3.4, and 6.5.3).

### 3.5.1 Location

The Subject Site fronts on Tecumseh Road East, south of the Essex Terminal Railway corridor and east of Benjamin Avenue along within the Traditional Commercial Streets Special Policy Area in the City of Windsor, Ontario (refer to *Figure 1.0 – Location Map*). The area is located within a settlement, which are areas that are intended to be the focus of growth and development (PPS, 2.3.1). Settlement areas are directed to be developed based on a range of land uses with opportunities for intensification and redevelopment. Intensification and redevelopment are supported by transit-supportive developments which accommodate a significant supply and range of housing options, and should be considered where the availability of infrastructure and public service facilities exist or are planned to accommodate projected needs (PPS, 2.3.1.1). The proposed development promotes a land use pattern with increased density, introducing a range and mix of residential uses (multi-unit housing) to the area and encouraging transit-supportive development, intensification and infrastructure planning that minimizes land consumption and servicing costs (PPS, 2.3.1.2).

The location of the proposed development is appropriate based on the locational criteria for new Mixed-Use Corridors as outlined in the Official Plan. The proposed Mixed-Use Corridors development will be located where there is access to a Class I or a Class II Arterial Roads (Tecumseh Road East), full municipal physical services can be provided, and commercial related traffic can be directed away from residential areas (OP, 6.5.3.6).

There are full municipal services available or planned to support the proposed development. The Subject Site is located along Tecumseh Road East (Class II Arterial Road) and Benjamin Avenue (Local Residential) as classified on City of Windsor Interactive Mapping. There is an existing transit route (Bus Stop ID - 1112) operating along the section of Tecumseh Road East where the Subject Site has frontage. Nearby, there are a number of institutional and community services available including John Campbell Public School, Sundowners Day Care & Resource Centre, St. Michael’s Catholic Church and Windsor Regional Hospital - Metropolitan Campus.

The proposed development provides an opportunity to supply a mix of housing options and density to the area in an effort to meet the projected requirements of current and future residents (PPS, 2.1.4). The introduction of Medium Profile development will attract new residents to the area and encourages existing residents to remain in their neighbourhood as they age given the mix of housing available, which could ultimately enhance the health and liveability of the neighbourhood over the long term (OP, 4.2.1.5). Throughout the surrounding area, there is a minimal range of housing options including single-detached, duplex, and semi-detached. The proposed development will facilitate the social, health, economic and well-

being requirements of current and future residents by increasing residential intensification through the introduction of a medium density housing option (PPS, 2.1.4 & 2.3.1.1).

The proposed development encourages an efficient land use pattern and density that will minimize the length and number of vehicle trips as well as support current and future transit and active transportation (PPS, 2.1.3.2 & 3.1.2). The Subject Site is located on a bus route that operates along Tecumseh Road East which will provide future residents with connections to other areas of the City. The existing transit route will allow residents have access to a variety of institutional, retail and personal services to meet the day to day needs of residents along the bus route.

There are existing sidewalks available along both Tecumseh Road East and Benjamin Avenue, providing residents with integrated, safe and accessible locations for active transportation opportunities (OP, 8.4.1.1 & 4.2.1.2). The South Walkerville Planning District has been identified as an area of moderate active transportation potential in the Active Transportation Master Plan (City of Windsor, 2019). The proposed development would not only have accessible sidewalks on either side of Tecumseh Road East and Benjamin Avenue but would also meet the design criteria for new development along Mixed-Use Corridors. The proposed development meets the measures taken to ensure ease of access for pedestrians between the public sidewalk and building main entrance in a manner which is distinguishable from access provided for vehicles (OP, 6.5.3.8). Furthermore, the proposed development is keeping with the City's desire to promote development patterns that support the increase in walking, cycling and public transportation (OP 7.1.3, 7.2.1.13, 7.2.2.5, & 7.2.3.1).

The proposed development is located along Tecumseh Road East, with vehicular access to the site via Benjamin Avenue. Tecumseh Road East is classified as a Class II Arterial Road and Benjamin Avenue is classified as a Local Residential Road. Medium and high-density residential developments are permitted within the Mixed-Use Corridor land use designation and are to be located throughout arterial corridors (OP, 6.5.3.1 & 7.2.6.18 (c)). Tecumseh Road East is also classified as a City Corridor, as identified in the Official Plan – Schedule J: Urban Structure Plan. City Corridors may support higher density residential opportunities and are intended to promote the relationship between transit, pedestrians, and corridor intensification (OP, 3.3.2.1).

The proposed residential development is consistent with and meets all of the City of Windsor's locational criteria as the site has access to a Class II Arterial Road, full municipal physical services can be provided, and commercial related traffic could be directed away from residential areas since the proposal is for only a residential use where access will be provided from Benjamin Avenue (OP, 6.5.3.6).

### 3.5.2 Land Use

The Subject Site is located on lands designated "Mixed Use Corridor" in the Official Plan (OP, 6.5.3) which permit uses such as retail, wholesale store, service-oriented uses, office uses, and Medium and High-Profile residential uses either as stand-alone buildings or part of a commercial-residential mixed use building (OP, 6.5.3.1). The proposed residential development is planned for a maximum height of 14.0 metres or four (4)-storeys and therefore is permitted within the Medium Profile use.

The Subject Site is also located within the Traditional Commercial Streets Policy Area on Schedule A-1 and is designated as an Area in the Vicinity of Traditional Commercial Street. It is important to note that the

Subject Site is subject to specific policies that have regard for Off-Street Parking Areas in the Vicinity of Traditional Commercial Streets (Volume II of the Official Plan). The proposed development ensures off-street parking is located behind the building, preserving the continuous façade along the Traditional Commercial Street. This aligns with the goal to enhance walkability, maintain urban character, and create a vibrant streetscape. By placing parking at the rear, the development avoids surface parking along the street, and reinforces the pedestrian-friendly environment. Additionally, vehicle access is provided from Benjamin Avenue, not the main street, to avoid disrupting pedestrian flow and street continuity. The parking area will be screened as, reducing its visual impact while ensuring safety.

The surrounding land uses are compatible with the proposed land use and do not present any potential adverse effects from odour, noise and other contaminants, as further demonstrated in the Noise and Vibration Study detailed in Section 3.6.1 of this report (PPS, 3.5.1). The results of the Noise and Vibration Assessment confirmed that the noise impacts on the proposed development can be sufficiently mitigated and the noise impacts from the surrounding commercial properties will not exceed MECP requirements. In terms of vibration, no vibration mitigation measures are deemed necessary to meet the applicable criterion.

The proposed development should be designated as a Class 4 area due to its proximity to existing stationary noise sources. According to the MECP guidelines, a Class 4 designation is appropriate for areas undergoing redevelopment where new sensitive land uses are planned, but the surrounding industrial or commercial operations are lawful and already established. This designation allows for higher noise limits and helps manage compatibility between the proposed residential development and nearby noise sources, such as industrial activities and transportation corridors. The Class 4 classification will enable the developer to meet noise control requirements through specific building construction measures and ensure compliance with the Ontario Ministry of Environment, Conservation and Parks (MECP) standards for noise and vibration.

The Official Plan includes policies directed towards supporting the projected growth of the municipality through efficient land use management strategies that promote a good pattern of development (OP, 3.2). The proposed development represents a compact pattern of development that will provide additional housing stock to the area to meet the projected needs over the long term. Within settlement areas, sufficient land to accommodate the projected needs is to be made available through intensification and redevelopment (PPS, 2.1.6, 2.2.1, 2.3.1.2 & 2.4.3.1). The proposed Zoning By-law Amendment to rezone the Subject Site from Highway Commercial (CD4.1) and General Commercial (CD2.1) to a site specific General Commercial (CD2.1) zone conforms to the policies of Windsor’s Official Plan (OP, 11.6.3.1). It ensures compatibility between land uses by regulating development through appropriate zoning. This amendment supports the orderly and compatible development, enhancing the urban fabric and facilitating mixed-use growth as well as it ensures that the site better fits its surroundings while promoting sustainable and efficient development. The proposed change ensures that the site better fits its surroundings while promoting sustainable and efficient development.

The Official Plan defines a neighbourhood development pattern as a neighbourhood which exhibits a characteristic lotting and/or development profile (OP, 6.2.1.3). The proposed development meets the evaluation criteria for a Mixed-Use Corridor development pattern as it is feasible, in keeping with the goals, objectives and policies of any secondary plan or guideline plan affecting the surrounding area; is capable of being provided with full municipal physical services and emergency services; provides adequate off-street parking; and is compatible with the surrounding area (OP, 6.5.3.7).

The Subject Site is currently an underutilized parcel of land that is well suited to introduce an alternative higher density housing option that will ensure people have an opportunity to live in their neighbourhoods as they age (OP, 3.2.1.2). Within an approximately 2.0km radius, there are community facilities including schools, churches, recreational facilities, commercial amenities, and a hospital which will service the day-to-day needs of future residents.

The proposed development promotes efficient land use by focusing growth in strategic settlement areas and optimizing existing and planned infrastructure, thereby achieving cost-effective development (PPS, 2.3.1.1 & 2.3.1.2). It encourages intensification and redevelopment of underutilized lands, which minimizes land consumption and supports sustainable urban growth (PPS, 2.3.1.3). Developments that promote higher densities, efficiently using land, resources, and public services, while supporting active transportation and transit, are encouraged, aligning with the proposed development's approach on the Subject Site (PPS, 2.2.1). The development is consistent with land use designations in the Official Plan and integrates planning with infrastructure and transportation systems (PPS, 6.1.5 & 6.2.1).

### 3.5.3 Housing

The Provincial Planning Statement speaks to providing an appropriate range and mix of housing options to meet the needs of current and future residents, including affordable and diverse housing types that support social, health, and economic well-being (PPS, 2.2.1). The proposed residential development will contribute to diversifying the housing stock in the surrounding area which primarily consists of single-detached, duplex, and semi-detached dwellings. As an additional form of housing in this area of Windsor, the proposed development will accommodate the appropriate range and mix of housing. Additionally, the proposed development will promote a healthy quality of life and a sense of community for residents, which may suit and adapt to their changing needs (OP, 4.2.3.4 & 4.2.4.3). Encouraging a range of mix of housing types will provide residents with an opportunity to live in their neighbourhoods through the various stages of their lives (OP, 3.2.1.2).

The proposed residential development includes residential intensification which provides additional housing options which may meet the social, health, economic and well-being requirements of current and future residents (PPS, 2.3.1.3). Moreover, the proposed development also directs new housing stock towards appropriate levels of infrastructure and public service facilities that are available to support the current and projected needs of residents (PPS, 2.1.4).

The proposed development efficiently uses land, resources, infrastructure and public services while supporting alternative transportation methods (PPS, 1.4.3 (d)). Public spaces, recreation, parks, trails and open spaces contribute to a healthy and sustainable community. The proposed development will foster the planning of sidewalk connections that are safe, meet the needs of pedestrians, foster social interaction, and encourage active transportation and connectivity to the surrounding community (PPS, 2.2.1, 2.1.4 & 3.3).

### 3.5.4 Transportation System

The Provincial Planning Statement encourages development that fosters a compact land use pattern, reducing the length and frequency of vehicle trips and promoting alternative transportation modes. This approach supports a multimodal transportation system that prioritizes active transportation, decreases car dependency, and enhances energy efficiency and sustainability (PPS, 3.2.1). The Subject Site is located along



### 3.5.5 Infrastructure

The proposed development aligns with the PPS and Official Plan (OP) infrastructure policies by optimizing the use of existing infrastructure and public service facilities, minimizing the need for new investments, and promoting cost-effective growth (PPS, 3.1.2 & OP 7.3.1.3). It ensures that sewage, water, and stormwater services are sustainable, comply with all regulatory requirements, and protect human health, safety, and the natural environment, supporting efficient land use and development (PPS, 3.6.1, 3.6.2 & OP 7.3.2.3). The development incorporates sustainable stormwater management practices, such as low impact development and green infrastructure, effectively managing water resources and mitigating risks to property and the environment (PPS, 3.6.8). The proposed residential development is strategically located where appropriate levels of infrastructure, including sanitary and storm sewer systems are available to support current and projected needs, ensuring a coordinated, efficient, and cost-effective approach to servicing (OP 7.3.1.1). It also considers the preservation and co-location of infrastructure corridors, ensuring compatibility with existing and future transportation and utility networks, and supports integrated planning efforts (PPS, 3.3.1 & 3.3.5).

Additionally, the development is adjacent to an existing transportation corridor and main street, fostering a mix of commercial and residential uses and promoting pedestrian activity and movement along the streetscape (OP 8.11.2.10). It aligns with long-term transportation planning by avoiding any negative impacts on existing corridors, as detailed in the Noise and Vibration Study (Section 3.6). The multimodal transportation network, including public transit and active transportation facilities, ensures functional connectivity within the neighborhood, providing accessible, affordable, and sustainable transportation options for future residents (OP 8.4.1.1, 7.1.3 & 7.2.1.4). By integrating land use and infrastructure planning, the development contributes to a comprehensive approach to municipal growth and resilience (PPS, 6.2.1).

### 3.5.6 Urban Design

The proposed development aligns with PPS urban design policies by creating complete communities that mix land uses, housing, and transportation, enhancing quality of life and social equity (PPS, 2.1.6). It focuses growth within settlement areas and near transit corridors, promoting a compact, pedestrian-friendly environment that reduces car use (PPS, 2.3.1.1 & 2.4.3.1). The design respects existing urban forms, optimizes underutilized land, and maximizes existing infrastructure for sustainable growth (PPS, 2.3.1.2). It integrates well with surrounding land uses, introducing a range and mix of housing options and densities to meet the needs of current and future residents, thereby positively influencing the neighborhood's character. It aligns with coordinated land use and transportation planning, ensuring compatibility with the urban context and preserving public spaces (PPS, 6.1.5 & 6.2.1). The development also emphasizes high-quality design that enhances public spaces, fosters community interaction, and supports walkability.

The residential development shall be designed in a manner that encourages the infilling and consolidation of existing Mixed-Use Corridors. The development shall be designed following provisions of appropriate landscaping buffers, consistent building heights, parking at the rear to promote building facades adjacent to the street, and ease of access of pedestrians between the public sidewalk and building main entrance (OP, 6.5.3.4 & OP, 6.5.3.8 (b)(c)(d)(e)). The proposed development is intended to achieve a complementary design relationship between the existing low density and medium density-built forms in the surrounding



area. The proposed medium profile development ensures an incremental transition in building height and massing to achieve a varied development pattern that supports the urban experience (OP, 8.7.1.1, OP, 8.7.1.2, & OP, 8.7.2.4).

The Subject Site is located along Tecumseh Road East, which is considered a City Corridor, as per Schedule J - Urban Structure Plan in the City of Windsor Official Plan. Higher density land uses, such as the proposed development are encouraged along City Corridors (OP, 3.3.2.1). Residential development along City Corridors may include medium profile developments of between 14 to 26 metres in height (OP, 3.3.2.1). Therefore, the proposed development is in keeping with similar heights along other City Corridors and enhances the development pattern and character of their surroundings (OP, 3.2.1.4).

The design of the proposed development will provide pedestrian links with alternative transportation facilities and public transit services, and will encourage attractive residential streetscapes through architectural design that considers pedestrian scale amenities (OP, 8.7.2.1 (b)(d)). Through the Site Plan Control process the proposed medium profile development will consider massing, architectural proportion, amenity spaces, and exterior building appearance to ensure that it is designed to the complementary satisfaction of the existing development pattern of the area (OP, 8.7.2.3).

The proposed development considers architectural elements to achieve maximum user conform in the design of new development, to foster development that provides pedestrian scale, and to foster a sense of place within Windsor and its neighbourhoods (OP, 8.3.1.1, OP, 8.3.1.2 & OP, 8.3.1.3). The surface parking area may be permitted to the rear of the proposed building of the Subject Site as long as the parking area is further from the Traditional Commercial Street than the rear wall of the building (OP, Vol. II, 1.39.9). The proposed development will provide adequate off-street parking facilities and have vehicle access only provided from Benjamin Avenue (Local Residential Road) to ensure appropriate pedestrian circulation (OP, 7.2.1.9 & OP Vol. II, 1.39.11.1). Integrated design strategies will be incorporated to ensure that barrier-free, convenient, and direct pedestrian routes are available within the Subject Site and connecting to existing pedestrian networks (OP, 8.4.1.1). To be determined through Site Plan Control process, partial screening of the surface parking lot may be provided to maintain an attractive streetscape and will be considered at the Site Plan Control stage (OP, 8.11.2.19).

### 3.5.6.1 Windsor Intensification Guidelines

The City of Windsor has developed guidelines to ensure consistent design standards for developments in intensification areas. Section 3.0 – Mixed Use Centres, Nodes, and Corridors applies to the proposed development, as it is located along Tecumseh Road East, a designated Mixed Use Corridor. These corridors are intended to support higher-density residential development without causing undue adverse impacts on surrounding low-density neighbourhoods. The proposed development is anticipated to have no negative impacts on the surrounding land uses as demonstrated in Section 3.6 – Background Studies (3.2.1).

The proposed development is buffered from nearby low-profile areas by adjacent commercial uses to the east, south, and west, and by the Essex Terminal Railway to the north. The proposed multiple dwelling building has frontage along Tecumseh Road East and maintains a strong visual and physical presence along the corridor. The proposed front yard setback is compatible with the existing setbacks found long the corridor. The development integrates smoothly with the existing character of Tecumseh Road East while minimizing impacts on neighboring low-density areas (3.3.1).

The development provides convenient access to public transit due to its proximity to an existing transit stop. Access to the site is from Benjamin Avenue, reducing impacts on the corridor itself. The parking area is located out of public view, with plans for additional screening features to be incorporated in the final site design, further enhancing the development's compatibility with its surroundings (3.3.2).

### 3.5.7 Site Plan Control

The proposed development of the Subject Site will require Site Plan Control Approval (OP, 6.5.3.9). The application for Site Plan Control Approval will be filed following the approval of the Zoning By-law Amendment (OP, 11.7). Design guidelines will be adhered to and thoroughly reviewed during the Site Plan Control process.

### 3.5.8 Economic Prosperity

The proposed residential development represents an opportunity for economic prosperity by promoting a mix of residential and commercial uses within a neighbourhood that support local economic activity, provide new residential units, and attract investment, contributing to a diverse and resilient economy (PPS, 2.8.1.1). It represents a strategic real estate investment that responds to changing market needs and supports long-term economic prosperity by optimizing underutilized lands and existing infrastructure in a cost-effective manner, enhancing the success of the neighborhood and community investment readiness (PPS, 2.3.1.3, OP 4.2.4.3).

By enhancing the vitality of the Tecumseh Road East Mainstreet, the development stimulates economic growth and improves community appeal. The proposal encourages higher-density housing options that adapt to the evolving needs of current and future residents, ensuring sustainable and orderly development in Windsor (OP 4.2.4.3). Situated near a multimodal transportation network, the development benefits from efficient, cost-effective, and reliable transportation systems that shorten trips and provide better access to job opportunities, fostering economic connectivity and mobility within the city (PPS, 3.3.1 & 6.2.1). This integrated approach supports both community development and long-term economic stability. Further, the proposed residential development will promote an opportunity for people to live in proximity to a mix of land uses, and an interconnected multimodal transportation system, which will provide shorter trips and better access to job opportunities within the City of Windsor.

### 3.5.9 Energy Conservation, Air Quality and Climate Change

The proposed development supports energy conservation and efficiency by utilizing a compact form of development, promoting the use of active transportation, supporting the use of transit, and promoting design and orientation with maximizing energy efficiency (PPS, 2.9.1 & 2.2.1). It utilizes sustainable practices like green infrastructure, low impact development, and optimized stormwater management to protect air quality and manage resources effectively (PPS, 3.6.8). By making efficient use of existing infrastructure, it reduces energy consumption and supports cost-effective, climate-resilient growth (PPS, 3.1.2 & 2.9.1). The development also integrates active transportation and public transit options, further contributing to a sustainable urban environment (PPS, 3.2.1).

Policies relating to energy conservation within the City of Windsor include encouraging development which utilize energy efficient designs and materials, are compact and clustered with compatible uses at densities

which make transit service a viable investment, utilize landscaping elements to reduce heating and cooling effects, and support a sustainable, effective and efficient transportation system (OP, 8.5.2.8 (a)(b)(c)(e)).

## 3.6 BACKGROUND STUDIES

As identified through the Pre-Submission response from the City of Windsor, a number supporting background studies were identified as required for the Zoning By-law Amendment. Key findings of the required studies are summarized in the following sections.

### 3.6.1 Public information Centre (PIC)

A Public Information Centre was held on Tuesday, April 30<sup>th</sup>, 2024, from 5:30pm – 7:00pm in the DaVinci Hall of the Giovanni Caboto Club (2175 Parent Ave.). Feedback focused on a few key areas, including the need for rental units, concerns about site access and traffic management, privacy measures, and effective garbage disposal. These concerns were addressed by reviewing the infrastructure requirements, location of driveways for safe access, strategic landscaping for privacy, and dedicated facilities for waste management. Additionally, the Essex Terminal Railway (ETR) raised concerns about the proximity to their rail line, requesting noise and vibration studies and specific mitigation measures, all of which will be implemented and monitored in collaboration with ETR.

Based on a review of the planning policy framework and supplementary technical reports, the proposed development is considered appropriate for the site and consistent with good planning principles. The proposed development conforms with the general intent of the City of Windsor Official Plan as it promotes a compact form and provides a mix of housing types which will diversify the housing options currently available in the area.

### 3.6.2 Noise and Vibration Assessment

A Noise and Vibration Assessment was completed by Dillon Consulting Limited, dated September 2024, to assess noise and vibration impacts from nearby transportation sources and stationary sources (i.e., nearby industrial operations) on the proposed development as well as vibration impacts from the nearby railway on the proposed development. This report has been provided under separate cover.

The results of the transportation noise assessment confirm that the noise impacts on the proposed development can be sufficiently controlled by:

- Upgraded glazing;
- Brick veneer or acoustical equivalent (STC 54) façade construction;
- Installation of central air conditioning and Type D warning clause for residential units with south and west facades; and
- Provision for the installation of central air conditioning with a Type C warning clause for residential units with north and east façades.

Transportation noise impacts on the west façade were assessed, and a potential solution is to eliminate windows or sensitive uses on that side. This measure would negate the need for upgraded glazing and a Type D warning clause for the west façade.

The noise impacts from surrounding commercial and industrial properties on the development were assessed through modelling of stationary sources in Cadna/A using ISO:9613 standards. Based on the acoustic analysis, the stationary noise impacts on the Proposed Development can be sufficiently controlled by:

- Dedicating the west façade of the Proposed Development to a blank façade or spaces that are not noise sensitive; or further investigation of source-based mitigation options for Five Star Oil Change.
- Seeking a Class 4 designation approval from the land use planning authority for the Proposed Development; and
- Applying Type E and Type F warning clauses to the Proposed Development.

The maximum measured vertical ground-borne vibration level was below the 0.14 mm/s RMS FCM/RAC criterion based on monitoring of the peak particle velocity during six train passbys. As such, no vibration mitigation measures are deemed necessary to meet the applicable criterion.

It is recommended that a railway warning clause regarding the potential for noise and vibration impacts be applied to all sensitive receptor locations within 300 metres of their right-of-way.

### 3.6.3 Record of Site Condition

A Record of Site Condition was completed by the previous owners to clear the lands for future development. To support the proposed residential development, the previously completed Record of Site Condition is being updated to meet the residential requirement standards.

### 3.6.4 Sanitary Sewer Study

In reference to the correspondence from Juan Paramo, P.Eng., Development Engineer at the City of Windsor, dated May 3rd, 2024, it is stated that a sanitary sewer study will not be required for the proposed development at 1110 Tecumseh Road East as it is serviced by the sanitary trunk sewer on Tecumseh Road East. However, should the site be serviced by the combined sewer, a capacity assessment will be necessary to confirm adequate servicing capacity.

## 4.0 CONCLUSIONS

After reviewing relevant policies and guidelines, it is my professional opinion that the proposed four (4)-storey (14.0m), thirty-six (36) unit residential development is consistent with the intent of the Provincial Planning Statement and the City of Windsor’s Official Plan by providing residential infill in a quality, compact form within an already established mixed use area close to major public facilities and resources. The proposed development will efficiently use existing services, provide an alternative form of housing to the area, and provide opportunities for an aging population to remain in their community within an area envisioned to accommodate a mix of compatible uses. Based on an extensive review of the technical planning and policy related issues, the proposed residential development is appropriate for the site and consistent with good planning principles.

In reviewing the Official Plan, the proposed development meets the intent of the plan and satisfies the development evaluation to warrant an amendment to the Zoning By-law to permit the proposed multi-unit dwelling and site-specific zoning provisions to permit the development of the subject site. It will be consistent with the existing surrounding land uses and take advantage of infrastructure and community facilities which are already present to serve the existing residential development in the surrounding neighbourhood.

Based on the need for new housing in the City of Windsor and the limited amount of vacant land present for infill development, it is my professional opinion that the proposed development is a suitable use of the land consistent with the specific goals of the City of Windsor. The proposed development introduces the potential for mid-rise residential units to the area, providing an opportunity for the potential of affordable or attainable housing.

To facilitate the proposed development, a Zoning By-law Amendment is required to rezone the Subject Site from Highway Commercial (CD4.1) and General Commercial (CD2.1) to a site specific General Commercial (CD2.1) zone with the following site-specific provisions:

- Addition of “Multiple Dwelling” as a permitted uses;
- A Minimum Lot Area of 3800 m<sup>2</sup>;
- A Minimum Front Yard Depth of 3.0 metres; and
- Relief from Section 25.5.20.6 – 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 from 4.5 metres to 2.0 metres.

It is my professional opinion that the proposed application to amend the Zoning By-Law to permit the proposed residential use be supported for the following reasons:

1. The proposed use is consistent with the Provincial Planning Statement specifically policies regarding Settlement Areas, Intensification and Redevelopment and Housing;
2. The proposed use is consistent with Mixed-Use policies in the City of Windsor Official Plan;

3. The introduction of Multiple Dwellings to the site in a medium profile form is in keeping with the current permitted medium profile uses within the Mixed-Use Designation;
4. The proposed infill of the vacant land is an appropriate and compatible use along the Tecumseh Road Corridor in mass, scale and height. Through maintaining the height, setbacks and landscaping requirements of the CD 2.1 and RD 2.5 zone, which are compatible with the Commercial and Residential zones in the area, the proposed development will fit with the surrounding use;
5. The proposed development promotes compact form and intensification. Nearby amenities will encourage residents to use active transportation and transit, minimizing the number and length of vehicle trips;
6. The proposed Zoning By-law Amendment respects the land use compatibility and site suitability directives of Official Plan, supporting healthy, complete neighbourhoods;
7. The proposed development will add to the vitality of the area while supporting the efficient use of land and existing infrastructure. The proposed development takes advantage of existing infrastructure and community facilities;
8. The site is physically suitable and strategically located along Tecumseh Road East (Class II Arterial Road) and Benjamin Avenue (Local Residential Road) and as a City Corridor. The Subject Site is well supported by the existing public transit bus route, pedestrian sidewalks on both Tecumseh Road East and Benjamin Avenue, and nearby multi-use trail;
9. The proposed development introduces new housing options to the neighbourhood allowing more residents to enter into the neighbourhood or to remain in place. The proposed density will provide much needed housing stock to the area, contributing the growth and vitality of the neighbourhood;
10. The proposed residential development is supported public transportation as the Subject Area is located along an existing transit route;
11. The proposed development is compatible with the surrounding land uses and is consistent with the mix of land uses evident in the surrounding area;
12. Th proposed infill development will provide a new, unique unit option in a compatible design with the surrounding existing dwellings, commercial uses and institutional properties, while providing alternative housing styles and tenures to an established low-rise residential and mixed-use neighbourhood; and
13. The Applicant will proceed with Site Plan Control Approval following adoption of the Zoning By-law Amendment.

Melanie Muir, MCIP RPP  
 Associate

## APPENDIX C – CONSULTATIONS

### CANADA POST – BRUNO DESANDO

This development, as described, falls within our centralized mail policy. I will specify the condition which I request to be added for Canada Post Corporation's purposes. 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.

#### **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](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.

**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.

## APPENDIX C – CONSULTATIONS

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

101	109	207
102	110	208
103	201	209
104	202	210
105	203	301
106	204	302
107	205	303
108	206	304

### CITY OF WINDSOR – ENGINEERING – DEVELOPMENT – ROB PERISSINOTTI

**Sewers** – The site may be serviced by a 900mm sanitary sewer and a 675mm storm sewer located within Tecumseh Road East 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. There are available combined sewers along Benjamin Street and Tecumseh Road East, however a sanitary sewer study and capacity assessment will be required to consider connection to either combined sewer. The applicant must submit, prior to the issuance of permits, a stormwater management plan in accordance with Windsor Essex Region Stormwater Management Standards Manual, restricting stormwater runoff to pre development levels. This will include, at a minimum:

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

For more information of SWM requirements:

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

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

**Right-of-Way** - Tecumseh Road East is classified as a Class 2 Arterial Road according to the Official Plan requiring a right-of-way width of 27.0; the current right-of-way is 26.2m. A conveyance of approximately 0.75 m is required along the South-East portion of the frontage of this property ONLY, to match the remaining frontage of this property and adjacent property. Additionally, a 4.6m x 4.6m corner cut off is required to be conveyed at the South-West corner of the subject site at the intersection of Tecumseh Road E and Benjamin Ave.

No objection to the proposed development, subject to the following requirements:

**Land Conveyance** - Prior to the issuance of a construction permit, the owner (s) shall agree to gratuitously convey to the Corporation, land sufficient to create a 26.2 metre-wide right-of-way on Tecumseh Road East. This conveyance is approximately 0.75 m along the protruding South-East portion of the Tecumseh Road East frontage of the subject lands.



## APPENDIX C – CONSULTATIONS

**Corner Cut-Off** - The owner(s) agrees, prior to the issuance of a construction permit, to gratuitously convey a 4.6m x 4.6m corner cut-off at the intersection of Tecumseh Road East and Benjamin Avenue in accordance with City of Windsor Standard Drawing AS-230.

Contact: Rob Perissinotti at [rperissinotti@citywindsor.ca](mailto:rperissinotti@citywindsor.ca)

### CITY OF WINDSOR – ENGINEERING – RIGHT OF WAY – MARK SCHAFFHAUSER

#### Required Drawing Revisions:

- 1. Driveway Approaches**
  - Restore all redundant curb cuts along Tecumseh Rd. E and Benjamin Ave
  - Remove raised curbs from right-of-way
- 2. Sewer Connections** – All existing and proposed storm, sanitary and water services must be identified on the drawings, as well as the associated mainline sewers/water mains.
  - Modify drawings to include all sewer connections and water services.
  - Identify any redundant connections to be abandoned in accordance with Engineering Best Practice BP1.3.3.
- 3. Encroachment Agreement** – There are existing items encroaching into the right-of-way, which require removal.
  - Modify drawings to remove encroaching items.

#### 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.

**Corner Cut-Off** – The owner agrees, prior to the issuance of a construction permit, to gratuitously convey a 4.6 m x 4.6 m (15' x 15') corner cut-off at the intersection of Tecumseh Road East and Benjamin Avenue in accordance with City of Windsor Standard Drawing AS-230.

**Land Conveyance** - Prior to the issuance of a construction permit, the owner (s) shall agree to gratuitously convey to the Corporation, land sufficient to create a 26.2 m wide right-of-way on Tecumseh Road East. This conveyance shall be approximately 0.75 m only along the protruding South-East portion of the Tecumseh Road East frontage of the subject lands.

**Encroachment Agreement** – The owner agrees to remove the existing encroachments into the right-of-way (i.e. concrete blocks, raised curbs) to the satisfaction of the City Engineer.

Contact: Lea Marshall at [lmarsshall@citywindsor.ca](mailto:lmarsshall@citywindsor.ca)

### CITY OF WINDSOR – FORESTRY – GASPAR HORVATH

There are existing trees along the northern, western, and southern property line. Trees along the Western boundary are City owned trees. There does not appear to have been Forestry input during stage 1 of this development review process. The proposal indicates awareness of the trees presence but has no impact assessment regarding the trees specifically.

## **APPENDIX C – CONSULTATIONS**

Based on the site plan provided it appears that many of the existing trees may NOT survive the impacts of the proposed development. Each individual tree would require a fenced, undisturbed Root Protection zone established as much as 5 - 10 m in all directions around the tree. Indications are that the current proposal cannot provide sufficient space for the continued viability and good health for some of the existing trees.

The owner/developer is requested to provide a detailed tree inventory for all live trees over 10cm DBH within the proposed development area, both city and privately owned. This inventory should include trees on adjacent lots in proximity (5 m) to the property lines. The inventory should identify ownership and provide sub-meter accuracy GPS location, species, diameter (DBH) and condition for each tree. For trees in proximity to a roadway, less than 10m, GPS location should be taken on the nearest road-side of the tree. Indication should be made for each tree if it is to be preserved & protected or removed during development. A qualified Arborist, Urban Forester or Landscape Architect should conduct the tree survey. Forestry will require detailed site plans prior to construction that show adequate Tree Root protection zones for each individual tree if they are to be preserved on-site and those in proximity on adjacent lots through the development process. Basic Tree protection includes exclusion fencing at the 'drip-line +1 meter' distance for each tree. Full details regarding the size of protection area required, the permitted activity within the protection zone and the type of fencing for protection zones can be provided by Forestry.

If the trees are not to be preserved or cannot be adequately protected through the development process a request must be made that specific trees be removed. A Removal & Canopy Replacement costs may be calculated based on cost-to-remove and a Diameter-for-Diameter replacement ratio for both City owned and Private trees.

If individual trees are initially identified to be preserved and provided with Protection zones but are damaged or encroached upon during construction, then Removal and Replacement costs will apply.

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

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

### **CITY OF WINDSOR – LANDSCAPE & URBAN DESIGN – HODA KAMELI**

I have no objection to this rezoning; however, it is suggested to include mixed-use and commercial spaces at the ground level with access to Tecumseh Road to enrich the street's urban environment.

### **CITY OF WINDSOR – NATURAL AREAS – KAREN ALEXANDER**

For SPC: No harm to active bird nests (Migratory Bird Act).

### **CITY OF WINDSOR – PLANNING & DEVELOPMENT SERVICES – ZONING COORDINATOR – CONNER O'ROURKE**

Zoning District - Current: CD2.1 & CD 4.1      Proposed: CD2.1

Proposed Use: Multiple Dwelling – Requesting By-law amendment to permit use

Section 5 – General Provisions – Complies

Section 20 – Site Specific Zoning Exemptions - Not applicable

## **APPENDIX C – CONSULTATIONS**

Section 24 – Parking, Loading, and Stacking Provisions:

- Required Number of Visitor Parking Spaces:6; Provided: 0

Section 25 – Parking Area Regulations:

- 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
  - Requesting relief from 4.5m to 2.0m

### **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 – TRANSPORTATION PLANNING – ELARA MEHRILOU**

The Official Plan classifies Tecumseh Rd E as a Class 2 Arterial Road with a required right-of-way width of 27 metres per Schedule X. The current right-of-way width is not sufficient. Currently a land conveyance is required to square off the grove.

The Official Plan classifies Benjamin Ave a Local Residential Road. The current right-of-way width is sufficient; therefore, no land conveyance is required.

A 4.6 x 4.6 metre corner cut-off is required at non-signalised Tecumseh Rd E and Benjamin Ave intersection.

All parking must comply with Zoning By-Law 8600.

- The current site plan requires 4 bicycle parking spaces.
- Accessible parking spaces must comply in quantity and dimensions, the revised site plan must show the dimensions of the accessible parking spaces.

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

- The nearest edge of the driveway must be minimum 30 metres from the nearest rail of the grade crossing. The site plan must be revised to reflect this requirement. Also, the driveway must be 15m away from the Tecumseh and Benjamin intersection.

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.

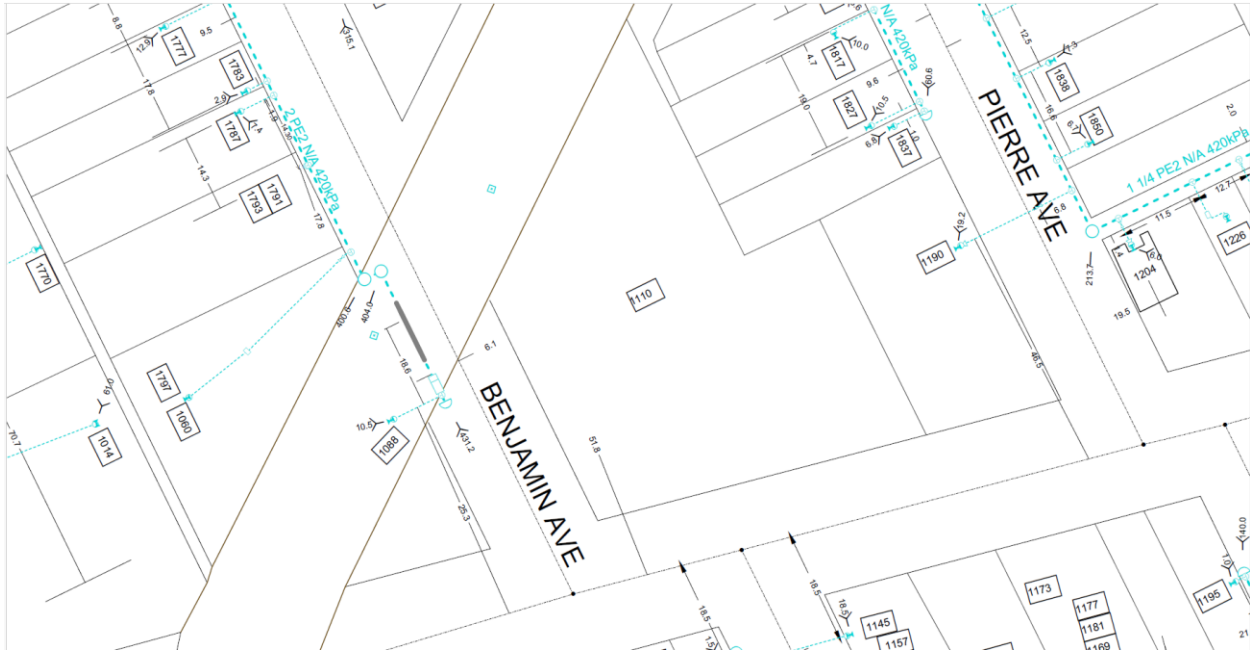
Also, please note the following should you find any abandoned infrastructure in the area:

- Any pipe that is excavated, please assume that it is live
- If during any job if any pipe is found that is not on the locate sheet and conflicts with your work, please call our emergency number (1-877-969-0999), and one of our Union Gas representatives will respond to determine if that plant is in fact live or dead

## APPENDIX C – CONSULTATIONS

- 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 - Jeremy Allossery

No objection provided adequate clearances are achieved and maintained. Take note of the pole line carrying communication cables along the north edge of the property. These poles and the associated communication cables are not ENWIN owned.

### ENWIN – WATER ENGINEERING - Bruce Ogg

ENWIN Water has no objections.

### TRANSIT WINDSOR – JASON SCOTT

Transit Windsor has no objections to this development. The closest existing transit routes to this property are with the Transway 1C and Route 418X. The Transway 1C has a peak weekday frequency of 10 minutes and Route 418X has a peak weekday frequency of 30 minutes. The closest existing bus stop is directly adjacent to this property on Tecumseh at Benjamin Northeast Corner providing direct transit access to this development. This will be maintained with Transit Windsor's City Council approved 2023 Service Plan and Transit Windsor's City Council approved Transit Master Plan. Transit Windsor has no plans on relocating this bus stop or the passenger amenities that exist at the bus stop. If the bus stop needs to temporarily be relocated during construction, Transit Windsor requires a minimum of two weeks notice. Transit Windsor is pleased to see the building along Tecumseh Road and the parking behind the building as this will allow residents to have quicker access to active transportation, such as transit.



Committee Matters: SCM 77/2025

**Subject: Ford City CIP Application for 980 Maisonville Avenue, Owner: Salinder Singh & Mohnish Harshendu Dave (C/O: Sital Singh Garha), Ward 5**

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

Decision Number: **DHSC 708**

- I. THAT the request for incentives under the Ford City CIP Financial Incentive Programs made by Salinder Singh & Mohnish Harshendu Dave (C/O: Sital Singh Garha), the owners of the property located at 980 Maisonville Avenue **BE APPROVED**, for the following incentive programs:
  - i. New Residential Development Grant* in the maximum amount of \$7,500 for three (3) new residential units;
  - ii. Municipal Development Fees Grant Program* in the maximum amount of \$15,000;
  - iii. Building/Property Improvement Tax Increment Grant Program* for 100% of the municipal portion of the tax increment for up to 10 years in the amount of +/- \$7,254 per year.
- II. THAT the CAO and City Clerk **BE AUTHORIZED** to prepare the agreement between the City and Salinder Singh & Mohnish Harshendu Dave (C/O: Sital Singh Garha) to implement the *Building/Property Improvement Tax Increment Grant Program* (only) in accordance with all applicable policies, requirements to the satisfaction of the City Planner as to content, the City Solicitor as to legal form, and the City Treasurer as to financial implications;
- III. THAT the CAO and City Clerk **BE AUTHORIZED** to sign the Grant Agreement(s) in content satisfactory to the City Planner, in financial content to the satisfaction of the City Treasurer and in form satisfactory to the City Solicitor;
- IV. THAT funds in the amount of \$7,500 under the *New Residential Development Grant Program*, and funds under the *Municipal Development Fees Grant Program* in the amount of \$15,000 **BE TRANSFERRED** from the CIP Reserve Fund 226 to the Ford City CIP Project Fund (#7181046);

- V. THAT grants **BE PAID** to Salinder Singh and Mohnish Harshendu Dave (c/o Sital Singh Garha), upon completion of the three (3) new residential units on the property located at 980 Maisonville Avenue, through the Ford City CIP Fund (Project #7181046) to the satisfaction of the City Planner and Chief Building Official; and,
- VI. THAT grants approved **SHALL LAPSE** and **BE UNCOMMITTED** if the applicant has not completed the work and fulfilled the conditions within 2 years of the approval date.

Carried.

Report Number: S 11/2025  
Clerk's File: Z2025

**Clerk's Note:**

1. The recommendation of the Development & Heritage Standing Committee and Administration are the same.
2. Please refer to Item 11.1 from the Development & Heritage Standing Committee held on March 3, 2025.
3. To view the stream of this Standing Committee meeting, please refer to:  
<https://csg001-harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20250303/-1/10546>

**Subject: Ford City CIP Application for 980 Maisonville Avenue, Owner: Salinder Singh & Mohnish Harshendu Dave (C/O: Sital Singh Garha), Ward 5**

**Reference:**

Date to Council: March 3, 2025  
Author: Kevin Alexander, MCIP RPP  
Senior Planner-Special Projects  
519-255-6543 ext. 6732  
kalexander@citywindsor.ca

Report Date: 1/27/2025  
Clerk's File #: Z2025

**To:** Mayor and Members of City Council

**Recommendation:**

- I. **THAT** the request for incentives under the Ford City CIP Financial Incentive Programs made by Salinder Singh & Mohnish Harshendu Dave (C/O: Sital Singh Garha), the owners of the property located at 980 Maisonville Avenue **BE APPROVED**, for the following incentive programs:
  - i. *New Residential Development Grant* in the maximum amount of \$7,500 for three (3) new residential units;
  - ii. *Municipal Development Fees Grant Program* in the maximum amount of \$15,000;
  - iii. *Building/Property Improvement Tax Increment Grant Program* for 100% of the municipal portion of the tax increment for up to 10 years in the amount of +/- \$7,254 per year.
  
- II. **THAT** the CAO and City Clerk **BE AUTHORIZED** to prepare the agreement between the City and Salinder Singh & Mohnish Harshendu Dave (C/O: Sital Singh Garha) to implement the *Building/Property Improvement Tax Increment Grant Program* (only) in accordance with all applicable policies, requirements to the satisfaction of the City Planner as to content, the City Solicitor as to legal form, and the City Treasurer as to financial implications;

- III. **THAT** the CAO and City Clerk **BE AUTHORIZED** to sign the Grant Agreement(s) in content satisfactory to the City Planner, in financial content to the satisfaction of the City Treasurer and in form satisfactory to the City Solicitor;
- IV. **THAT** funds in the amount of \$7,500 under the *New Residential Development Grant Program*, and funds under the *Municipal Development Fees Grant Program* in the amount of \$15,000 **BE TRANSFERRED** from the CIP Reserve Fund 226 to the Ford City CIP Project Fund (#7181046);
- V. **THAT** grants **BE PAID** to Salinder Singh and Mohnish Harshendu Dave (c/o Sital Singh Garha), upon completion of the three (3) new residential units on the property located at 980 Maisonville Avenue, through the Ford City CIP Fund (Project #7181046) to the satisfaction of the City Planner and Chief Building Official; and,
- VI. **THAT** grants approved **SHALL LAPSE** and **BE UNCOMMITTED** if the applicant has not completed the work and fulfilled the conditions within 2 years of the approval date.

**Executive Summary:**

N/A

**Background:**

On November 19, 2018, City Council approved the Ford City Community Improvement Area and Ford City Community Improvement Plan (CIP) (CR625/2018 PHED 603) adopted through by-laws 171-2018 and 172-2018. These By-laws came into effect in January of 2019. In addition, on November 19, 2018, City Council activated the following financial incentive programs from the Ford City CIP:

1. Municipal Development Fees Grant Program
2. New Residential Development Grant Program
3. Building/Property Improvement Tax Increment Grant Program
4. Retail Investment Grant Program
5. Neighbourhood Residential Rehabilitation Grant Program

On July 10, 2024, Sital Singh Garha, the agent for the owners (Salinder Singh and Mohnish Harshendu Dave) of the property located at 980 Maisonville Avenue, submitted an application for grants under the *Ford City CIP* Financial Incentive Programs. The proposed development includes the construction of a single dwelling unit with one ADU on the second floor and one ADU in the basement on the subject property. House 'A' is considered the primary dwelling unit, and House 'B' is considered the Additional Dwelling Unit (ADU) (Refer to Appendix B for the Proposed Site Plan). Each unit is 1235 Square Feet or 114.73 metres square containing three bedrooms, one kitchen, two bathrooms, and one living and dining area.



## **Discussion:**

### **Ford City CIP Financial Incentive Programs**

The applicant is eligible for the following programs under the Ford City CIP Financial Incentive Programs

*New Residential Development Grant Program*- intended to encourage the creation of a variety of residential units within Ford City. Property owners are eligible to receive a grant of \$2,500 for every new residential unit, up to a maximum of \$50,000 per property.

The applicant is eligible for a grant of \$7,500 under the *New Residential Development Grant Program*.

*Municipal Development Fees Grant Program*—intended to encourage development within Ford City by providing an incentive to offset the costs associated with seeking the appropriate planning approvals and building permits for a project. Property owners will be eligible to receive a grant for 100% of the specified *Municipal Development Fees*, up to a maximum of \$50,000 per property.

Based on the Building Permit Applications for the Single Family Dwelling with ADU the applicant is eligible for a grant in the maximum amount of \$15,000 under the *Municipal Development Fees Grant Program*, once the project is completed as per the approved drawings.

*Building/Property Improvement Tax Increment Grant*—intended to provide financial incentive for the physical improvements to properties whereby registered property owners and/or assignees would be eligible to receive a grant for the lesser of 100% of the municipal tax increment generated from the improvements made to the building or property for up to 10 years, or the eligible improvement costs.

To be eligible for the *Building/Property Improvement Tax Increment Grant*, improvements to the building/property must result in an annual grant (or tax increment) of at least \$500 for properties that are taxed at the “residential” tax rate; and \$1,000 for properties taxed at all other tax rates.

Based on the information and drawings provided by the applicant, Administration estimates the post project assessment value to be \$400,000. However, the actual amount of the new assessment will be dependent upon a full review of the building after the completion of renovations as determined by the Municipal Property Assessment Corporation (MPAC).

Based on the CIP application dates the applicant is eligible for *Building/Property Improvement Tax Increment Grant* for improvements to the property. As identified in the Financial Matters section, the estimated annual value of the grant for the construction of one (1) new residential building with three (3) units is \$7,254. Over 10 years, this grant amounts to \$72,541.67.

The applicant indicates that the estimated eligible costs for the project is \$415,000. The Planning Act stipulates that the grants under a CIP cannot be more than the eligible costs. The total grant amount of \$95,041.67, inclusive of the Municipal Development Fees Grant of \$15,000, the New Residential Development Grant of \$7,500, and the

Building/Property Improvement Tax Increment Grant of \$72,541.67, is less than the estimate eligible costs.

Because the Grant Program does not exempt the property from taxes, the owner must pay the full amount of property taxes annually and will subsequently receive a grant for the difference between the pre- and post-development municipal taxes.

### **Risk Analysis:**

The approval of these grants does not carry significant risk, as there are sufficient funds within the CIP reserve fund approved by Council. The applicant will not receive any grants until all work is completed and inspected to the satisfaction of the Planning and Building Department. As a requirement of Section 28 (7.3) of the Planning Act, Administration has confirmed that the grant amount does not exceed the total cost of the project

### **Climate Change Risks**

#### **Climate Change Mitigation:**

The construction of this new building affects climate change as there will be no reuse of previous structure which was demolished in 2002, and new materials will have to be brought in. However, the infill of the site contributes to the revitalization of Ford City by filling out the cityscape. The construction of the building will utilize modern building methods, which will conform to the Ontario Building Code concerning safety and energy efficiency.

Utilizing an existing lot and infrastructure in an existing built-up area of the City also promotes efficiency on the existing infrastructure network by not promoting development on greenfield land.

This project encourages compact development as there are three dwelling units on a property that would typically contain one single family dwelling. Compact development is more sustainable because it mitigates urban sprawl and encourages a lower carbon footprint.

#### **Climate Change Adaptation:**

The construction of this new building affects climate change as there will be no reuse of previous structure which was demolished in 2002, and new materials will have to be brought in. However, the infill of the site contributes to the revitalization of Ford City by filling out the cityscape. The construction of the building will utilize modern building methods, which will conform to the Ontario Building Code concerning safety and energy efficiency.

Utilizing an existing lot and infrastructure in an existing built-up area of the City also promotes efficiency on the existing infrastructure network by not promoting development on greenfield land.

This project encourages compact development as there are three dwelling units on a property that would typically contain one single family dwelling. Compact development

is more sustainable because it mitigates urban sprawl and encourages a lower carbon footprint.

**Financial Matters:**

On February 22, 2021, Council approved the 2014 budget, which included a new reserve fund for all active CIPs in the City. As CIP grant applications are approved, the approved grant amount will be transferred to the capital project account to be kept as committed funds, until the grant is ready to be paid out. The current uncommitted balance of the CIP reserve fund is \$196,650.18; however, this balance does not account for other CIP grant requests that currently being considered by the standing committee or have been endorsed by the standing committee and are not yet approved by City Council.

If approved, funds will be transferred from the CIP Reserve Fund 226 to the Ford City CIP Project Fund (#7181046) to disperse the maximum amounts of \$15,000.00 for the *Municipal Development Fees Grant Program*, and \$7,500 for the *New Residential Development Grant Program*.

The *Building/Property Improvement Tax Increment Grant* would be based upon the lesser of 100% of the municipal tax increment generated from the improvements made to the building or property for up to 10 years, or the eligible costs. Based on the projected MPAC post project assessment value of \$400,000, the estimated total grant amount is \$72,541.67:

Estimated Building/Property Improvement Tax Increment Grant for 980 Maisonville Avenue		
Annual Pre-Development Municipal Taxes	Annual Estimate of Incremental Post Development Municipal Taxes	Annual Estimate Value of Grant
\$265	\$7,254	\$72,541.67

**Assumptions**

Current Property Value Assessment	\$14,100
Estimate Post Development Property Assessment	\$400,000

The City will retain the amount of pre-development (base) municipal taxes throughout the lifespan of the grant program (estimated to be \$2,650 over 10 years); however, it will be foregoing any incremental property taxes, which could otherwise be used to offset future budget pressures (estimated to be \$72,541.67 over 10 years). The City will issue grant payments annually once it is satisfied that the municipal property tax have been paid by the property owner and any additional conditions of the grant have been met.

**Consultations:**

The owner of the property located at 980 Maisonville Avenue and their agent have been consulted regarding grants related to the improvements outlined in this report.

The following members of Administration were also consulted:

- Jose Mejalli, Assessment Management Officer, Taxation, Treasury & Financial Projects and Carolyn Nelson, Manager of Property Valuation & Administration, Taxation, Treasury & Financial Projects were consulted with respect to the Ford City CIP *Building/Property Improvement Tax Increment Grant*.
- Josie Gualtieri, Financial Planning Administrator was also consulted regarding the Ford City CIP and related capital project/reserve fund balances.
- Margo Moore, Permit Services Clerk from the Building Division was consulted regarding eligible Building Permit and Public Works Permit Fees for the *Municipal Development Fees Grant Program*.

**Conclusion:**

The improvements to 980 Maisonville Avenue meet all eligibility criteria identified in this report, for the *New Residential Development Grant, Building/Property Improvement Tax Increment, and Municipal Development Fees Grant* through the *Ford City CIP*.

There are sufficient funds in the CIP reserve fund to provide grants for the proposed improvements. Administration recommends approval of the grants identified in this report.

**Planning Act Matters:**

N/A

**Approvals:**

Name	Title
Kevin Alexander	Senior Planner – Special Projects
Emilie Dunnigan	Manager Development Revenue & Financial Administrator
Jason Campigotto	Deputy City Planner -- Growth

<b>Name</b>	<b>Title</b>
John Revell	Chief Building Official
Neil Robertson	City Planner/ Executive Director, Planning & Development Services
Kate Tracey	Senior Legal Counsel, Legal & Real Estate
Lorie Gregg	Deputy Treasurer Taxation and Financial Planning
Janice Guthrie	Commissioner Finance/City Treasurer
Jelena Payne	Commissioner of Economic Development
Janice Guthrie acting for Joe Mancina	Chief Administrative Officer

**Notifications:**

<b>Name</b>	<b>Address</b>	<b>Email</b>

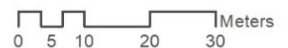
**Appendices:**

- 1 Appendix A - Location Map
- 2 Appendix B - Proposed Single Family Dwelling with ADUs

Appendix A - Location Map

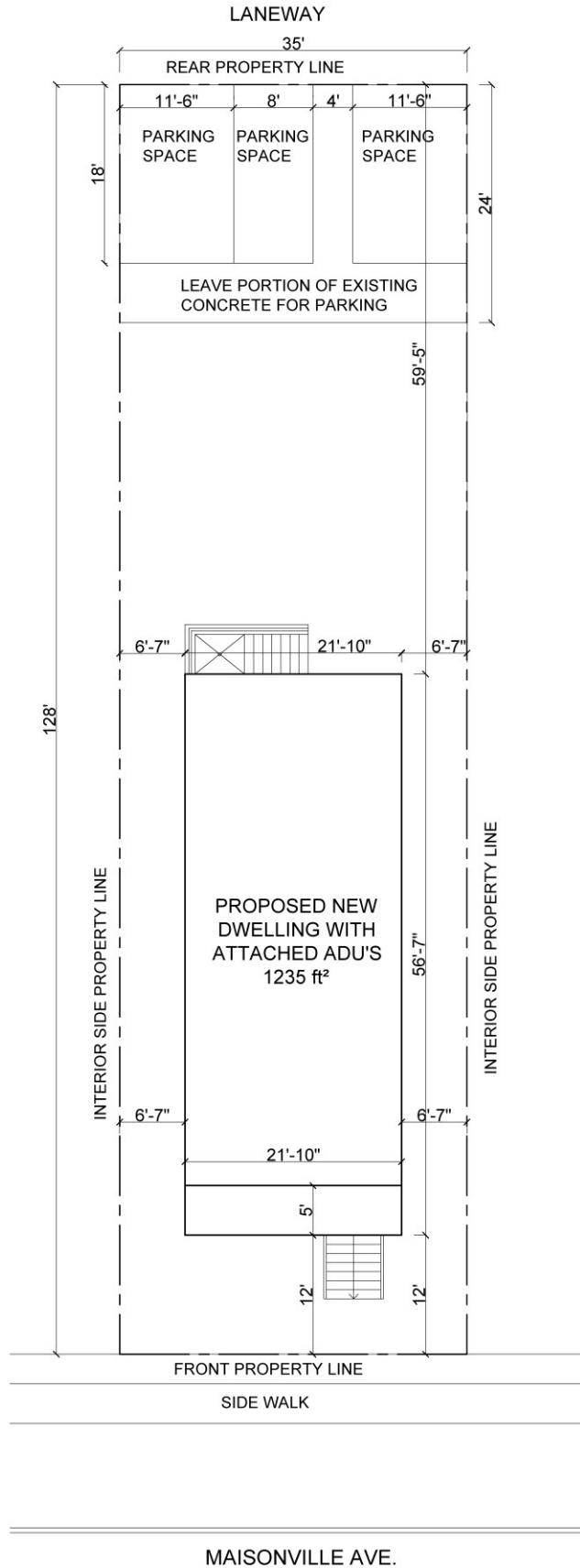


**LOCATION MAP: 980 MAISONVILLE AVENUE**



# Appendix B - Proposed Single Family Dwelling with ADUs

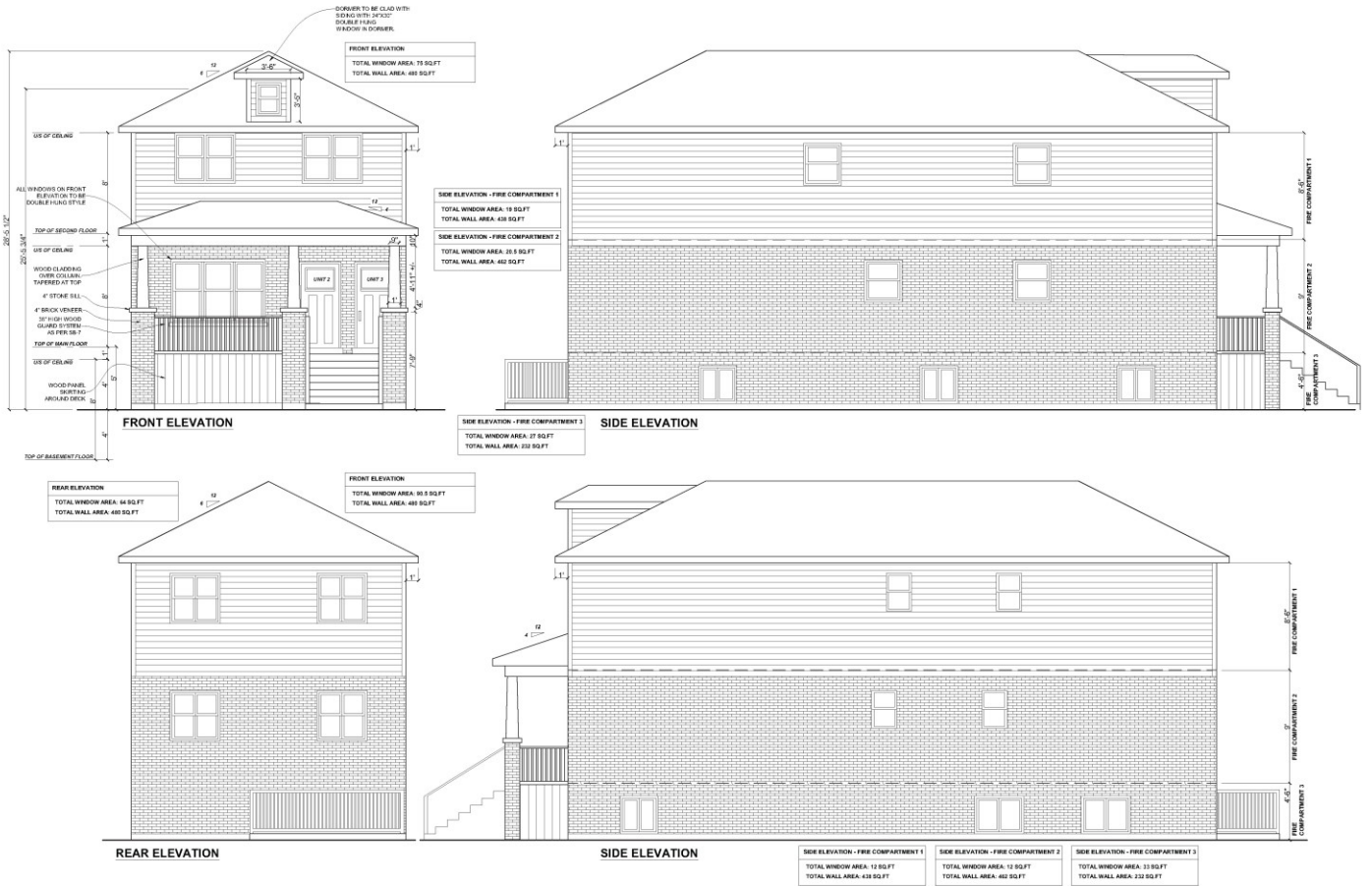
LOT AREA = 4480 ft<sup>2</sup>  
 PROPOSED DWELLING COVERAGE = 1235 ft<sup>2</sup> (28%)







# Appendix B - Proposed Single Family Dwelling with ADUs





Committee Matters: SCM 76/2025

**Subject: Main Street CIP/Ford City CIP Application, 1044 Drouillard Road, Owner: 1988859 Ontario Inc. (c/o: Dawne Martens)**

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

Decision Number: **DHSC 709**

- I. THAT the request for incentives under the *Ford City CIP* Financial Incentive Programs made by 1988859 Ontario Inc. (c/o: Dawne Martens), owner of the property located at 1044 Drouillard Road **BE APPROVED**, for the following incentive programs:
  - i. *Retail Investment Grant* totalling a maximum amount of \$15,000 for one (1) ground floor retail unit;
  - ii. *Building/Property Improvement Tax Increment Grant Program* for the lesser of 100% of the municipal tax increment for up to 10 years or the eligible costs. The estimated annual amount of the grant is +/- \$4,708.70;
  - iii. *Municipal Development Fees Grant Program* to a maximum amount of \$20,000; and
  - iv. *New Residential Development Grant Program* for two (2) vacant and two (2) new residential units (\$2500 each) to the maximum amount of \$5,000.
- II. THAT subject to completion and review satisfactory to the City Planner, the request made by 1988859 Ontario Inc. (c/o: Dawne Martens), owner of the property located at 1044 Drouillard Road **BE APPROVED** for the Main Streets CIP *-Building Facade Improvement Program* for grants totalling a maximum amount of \$22,500 in principle;
- III. THAT Administration **BE AUTHORIZED** to prepare the agreement between the City and 1988859 Ontario Inc. (c/o: Dawne Martens) to implement the *Building/Property Improvement Tax Increment Grant Program* (only) in accordance with all applicable policies, requirements to the satisfaction of the City Planner as to content, the City Solicitor as to legal form, and the CFO/City Treasurer as to financial implications;

- IV. THAT the CAO and City Clerk **BE AUTHORIZED** to sign the Grant Agreement(s) in content satisfactory to the City Planner, in financial content to the satisfaction of the City Treasurer and in form satisfactory to the City Solicitor;
- V. THAT funds in the maximum amount of \$15,000 under the *Retail Investment Grant Program*, funds in the maximum amount of \$20,000 under the *Municipal Development Fees Grant Program*, and funds in the amount of \$5,000 under the *New Residential Development Grant Program* **BE TRANSFERRED** from the CIP Reserve Fund to the Ford City CIP Project (Project #7181046) once the work is completed;
- VI. THAT funds in the maximum amount of \$22,500 under the Main Streets CIP **BE TRANSFERRED** from the CIP Reserve Fund to the Main Streets CIP project (Project #7219018) once the work is completed ;
- VII. THAT grants **BE PAID** to 1988859 Ontario Inc. (c/o: Dawne Martens) upon completion of improvements to the interior/exterior of the property located at 1044 Drouillard Road, through the Ford City CIP (Project #7181046) and facade improvements through the Main Streets CIP (Project #7219018) to the satisfaction of the City Planner and Chief Building Official; and
- VIII. THAT grants approved **SHALL LAPSE** and **BE UNCOMMITTED** and returned to CIP Reserve Fund 226 if the applicant has not completed the work and fulfilled the conditions within 2 years of the approval date.

Carried.

Report Number: S 20/2025  
Clerk's File: Z2025

**Clerk's Note:**

1. The recommendation of the Development & Heritage Standing Committee and Administration are the same.
2. Please refer to Item 11.2 from the Development & Heritage Standing Committee held on March 3, 2025.
3. To view the stream of this Standing Committee meeting, please refer to:  
<https://csg001-harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20250303/-1/10546>

**Subject: Ford City CIP/ Main Street CIP Application, 1044 Drouillard Road, Owner: 1988859 Ontario Inc. (c/o: Dawne Martens)**

**Reference:**

Date to Council: March 3, 2025  
Author: Kevin Alexander, MCIP RPP  
Senior Planner-Special Projects  
519-255-6543 x6732  
kalexander@citywindsor.ca

Planning & Building Services  
Report Date: 2/13/2025  
Clerk's File #: Z2025

**To:** Mayor and Members of City Council

**Recommendation:**

- I. **THAT** the request for incentives under the *Ford City CIP* Financial Incentive Programs made by 1988859 Ontario Inc. (c/o: Dawne Martens), owner of the property located at 1044 Drouillard Road **BE APPROVED**, for the following incentive programs:
  - i. *Retail Investment Grant* totalling a maximum amount of \$15,000 for one (1) ground floor retail unit;
  - ii. *Building/Property Improvement Tax Increment Grant Program* for the lesser of 100% of the municipal tax increment for up to 10 years or the eligible costs. The estimated annual amount of the grant is +/- \$4,708.70;
  - iii. *Municipal Development Fees Grant Program* to a maximum amount of \$20,000; and
  - iv. *New Residential Development Grant Program* for two (2) vacant and two (2) new residential units (\$2500 each) to the maximum amount of \$5,000.
  
- II. **THAT** subject to completion and review satisfactory to the City Planner, the request made by 1988859 Ontario Inc. (c/o: Dawne Martens), owner of the property located at 1044 Drouillard Road **BE APPROVED** for the Main Streets CIP *-Building Facade Improvement Program* for grants totalling a maximum amount of \$22,500 in principle;

- III. **THAT** Administration **BE AUTHORIZED** to prepare the agreement between the City and 1988859 Ontario Inc. (c/o: Dawne Martens) to implement the *Building/Property Improvement Tax Increment Grant Program* (only) in accordance with all applicable policies, requirements to the satisfaction of the City Planner as to content, the City Solicitor as to legal form, and the CFO/City Treasurer as to financial implications;
- IV. **THAT** the CAO and City Clerk **BE AUTHORIZED** to sign the Grant Agreement(s) in content satisfactory to the City Planner, in financial content to the satisfaction of the City Treasurer and in form satisfactory to the City Solicitor;
- V. **THAT** funds in the maximum amount of \$15,000 under the *Retail Investment Grant Program*, funds in the maximum amount of \$20,000 under the *Municipal Development Fees Grant Program*, and funds in the amount of \$5,000 under the *New Residential Development Grant Program* **BE TRANSFERRED** from the CIP Reserve Fund to the Ford City CIP Project (Project #7181046) once the work is completed;
- VI. **THAT** funds in the maximum amount of \$22,500 under the Main Streets CIP **BE TRANSFERRED** from the CIP Reserve Fund to the Main Streets CIP project (Project #7219018) once the work is completed ;
- VII. **THAT** grants **BE PAID** to 1988859 Ontario Inc. (c/o: Dawne Martens) upon completion of improvements to the interior/exterior of the property located at 1044 Drouillard Road, through the Ford City CIP (Project #7181046) and facade improvements through the Main Streets CIP (Project #7219018) to the satisfaction of the City Planner and Chief Building Official; and
- VIII. **THAT** grants approved **SHALL LAPSE** and **BE UNCOMMITTED** and returned to CIP Reserve Fund 226 if the applicant has not completed the work and fulfilled the conditions within 2 years of the approval date.

### **Executive Summary:**

N/A

### **Background:**

On January 8<sup>th</sup>, 2018, City Council approved the Building Facade Improvement Program and Urban Design Guidelines for Main Streets Community Improvement Plan (CIP) (CR9/2018 PHED 533) adopted through By-law 26-2018.

On November 19, 2018, City Council approved the Ford City Community Improvement Area and Ford City Community Improvement Plan (CIP) (CR625/2018 PHED 603) adopted through by-laws 171-2018 and 172-2018. These By-laws came into effect in January of 2019. In addition, on November 19, 2018, City Council activated the following financial incentive programs from the Ford City CIP:

1. Municipal Development Fees Grant Program
2. Retail Investment Grant Program
3. Building/Property Improvement Tax Increment Grant Program

Through CR383/2022 DHSC 414 the *Building Facade Improvement Program and Urban Design Guidelines for Main Streets CIP* was amended and renamed *Main Streets CIP*. The new *Main Streets CIP* includes the following programs:

1. Building Facade Improvement Program
2. Building Property Improvement Tax Increment Grant Program
3. New Residential Development Grant Program (Creation of residential units)

In 2024, 1988859 Ontario Inc. (c/o: Dawne Martens) owner of the property located at 1044 Drouillard Road, submitted an application for grants under the *Ford City CIP* and *Main Streets CIP -Building Facade Improvement* Financial Incentive Programs. The property is located in the Ford City Business Improvement Area (BIA) and CIP Area.

## **Discussion:**

### **Ford City CIP Financial Incentive Programs**

***Retail Investment Grant Program***— the design and first impression made of a retail store is critical when appealing to its intended market and it can influence a consumer’s perception of the quality of the store and visually communicate value. The grant offers up to 50% of eligible costs for improvements to a maximum amount of \$15,000 per retail unit in a building that has had a vacant ground floor retail or commercial storefront(s) for at least 6 months immediately prior to submission of an application to the program and will be occupied by a new retail business. The applicant is proposing one (1) new retail unit on the ground floor.

The applicant is eligible for a maximum grant of \$15,000 for the one (1) ground floor retail unit.

***Building/Property Improvement Tax Increment Grant***—intended to provide financial incentive for the physical improvements to properties whereby registered property owners and/or assignees would be eligible to receive a grant for the lesser of 100% of the municipal tax increment generated from the improvements made to the building or property for up to 10 years or the eligible improvement costs.

To be eligible for the *Building/Property Improvement Tax Increment Grant*, improvements to the building/property must result in an annual grant (or tax increment) of at least \$500 for properties that are taxed at the “residential” tax rate; and \$1,000 for properties taxed at all other tax rates.

Based on the information and drawings provided by the applicant, Administration estimates the post project assessment value to be \$289,255. However, the actual amount of the new assessment will be dependent upon a full review of the building after the completion of renovations as determined by the Municipal Property Assessment Corporation (MPAC).

Based on the CIP application dates the applicant is eligible for *Building/Property Improvement Tax Increment Grant* for improvements to the property. As identified in the Financial Matters section below, the estimated annual value of the grant for improvements to the existing two (2) residential units and two (2) new residential units, and improvements to the vacant retail space is \$4,708.70 annually. Over 10 years, this grant amounts to \$47,086.98

Because the Grant Program does not exempt the property from taxes, the owner must pay the full amount of property taxes annually and will subsequently receive a grant for the difference between the pre- and post-development municipal taxes.

If any property is in tax arrears the Ford City CIP indicates that:

*“The applicant must address all outstanding work orders and/or other fees from the City (including tax arrears) against the subject property to the satisfaction of the municipality prior to the grant being paid or be addressed as part of the proposed work.”*

***Municipal Development Fees Grant Program*** is intended to encourage development within Ford City by providing an incentive to offset the costs associated with seeking the appropriate planning approvals and building permits for a project. Property owners will be eligible to receive a grant for 100% of the specified *Municipal Development Fees*, up to a maximum of \$50,000 per property.

The Building Permit and development fees have yet to be determined. However, based on the Building Permit Applications for renovations to two (2) existing residential units and four (4) new residential units and new retail space fees could total a maximum amount of \$20,000 under the *Municipal Development Fees Grant Program*. Once the project is completed as per the approved drawings grants will be paid to the applicant and the remaining funds will be returned to the CIP Reserve Fund.

The applicant is also eligible for the *Neighbourhood Residential Rehabilitation Program* through the *Ford City CIP*. However, this application will be processed through Administration since the City Planner was granted Delegation of Authority through By-law 99-2022 for this program.

***New Residential Development Grant Program***-is intended to encourage the creation of a variety of residential units within Ford City. Property owners are eligible to receive a grant of \$2,500 for every new residential unit, up to a maximum of \$50,000 per property.

The applicant is proposing improvements to two (2) vacant residential units and creating two (2) new residential units in the existing structure. The applicant is eligible for a maximum grant of \$5,000 (\$2,500 per new residential unit) under the *New Residential Development Grant Program*.

### ***Main Streets CIP***

The *Main Street CIP* offers financial incentives to encourage property owners and businesses to make investments to improve the exterior appearance of their buildings and storefronts along Main Streets. Such improvements provide a benefit to the

community as a whole, by preserving heritage features, protecting Main Streets, and reconnecting storefronts with the public realm. The CIP is applicable to the Ford City BIA Main Street and all other BIAs in the City of Windsor, except for the Sandwich Town and Downtown Windsor BIAs, which are under separate CIPs. Funding for the Building Facade Improvement Grant Program is broken down into three categories:



Category A (Beautification) —aesthetic and minor functional improvements aimed at making the building facade and storefront more attractive and welcoming to tenants and customers



Category B (Restoration)—aesthetic, functional, and restoration improvements made to restore key features of the building facade



Category C (Replacement)— encourage work that will replace or reinstate key features that have been lost or deteriorated beyond repair or are of a style that is no longer consistent with the building design.

Applicants can receive a grant for 50% of the costs for eligible building facade and storefront improvements up to a maximum of \$30,000 per project. The amount can be increased up to \$60,000 per project for larger buildings with multiple storefronts. The grant also applies to the side(s) and rear of buildings provided the building facade is visible from an adjacent street or public right-of-way or park, and as long as the storefront/facade facing the main street is improved at the same time.

The applicant proposes the following improvements to the facades of the building located at 1044 Drouillard Road:

### **Drouillard Road facing facade**

- Remove the existing windows and wood covering the original openings to install new flat black metal framed clear vision glass windows
- Remove the existing door and install a new flat black metal door with clear vision glass windows
- Remove the existing awning
- Replace brick veneer with new Carmelo Capistrano adobe brick veneer (IXLbuild.com)

### **North and south facades**

- Paint the foundation block

Based on the proposed improvements the applicant is eligible for a maximum grant of \$22,500.

The applicant indicates that the estimated eligible costs for the project is \$268,865. The *Planning Act* stipulates that the grants under a CIP cannot be more than the eligible



costs. The total estimated grant amount of \$109,586.98, inclusive of the Ford City Retail Investment Grant of \$15,000, Building/Property Improvement Tax Increment Grant of \$47,086.98, Municipal Development Fees Grant of \$20,000, the New Residential Development Grant of \$5,000 and the Main Streets CIP -Building Facade Improvement Program of \$22,500, is less than the estimated eligible costs.

### **Risk Analysis:**

The approval of these grants does not carry significant risk, as there are sufficient funds within the new CIP reserve fund approved by Council on February 22, 2021. The applicant will not receive any grants until all work is completed and inspected to the satisfaction of the Planning and Building Department. As a requirement of Section 28 (7.3) of the Planning Act, Administration has confirmed that the grant amount does not exceed the total cost of the project.

The installation of the projecting wall sign encroaches onto the public Right-of-Way on Drouillard Road. As discussed above the applicant is required to apply for a number of applications including an Encroachment Agreement to be permitted to install the proposed projecting wall sign located on the north-west facing side of the building at 1044 Drouillard Road.

### **Climate Change Risks**

#### **Climate Change Mitigation:**

The rehabilitation of the existing building will have a low impact on how the project affects climate change, because improvements are being made to the existing building which reduces the amount of CO2 emitted during the construction process and requires fewer building materials.

The rehabilitation of the existing building also contributes to the revitalization of the existing Main Street. The completion of this project promotes a more walkable environment, thereby encouraging alternate forms of transportation.

Utilizing an existing building and infrastructure in a built-up area of the city also promotes efficiency on the existing infrastructure network by not promoting development on Greenfield land.

#### **Climate Change Adaptation:**

Improvements to the existing building and site located at 1044 Drouillard Road will use modern building methods which will conform to the Ontario Building Code concerning energy efficiency. New doors and windows are also proposed that will be more energy efficient than what is existing. Utilizing the existing building, lot and infrastructure in an existing built-up area of the City also promotes efficiency on the existing infrastructure network by not promoting development on greenfield land.

### **Financial Matters:**

On February 22, 2021, Council approved the 2021 budget, which included a new reserve fund for all active CIPs in the City. As CIP grant applications are approved, the *approved grant amount will be transferred to the capital project account to be kept as*

committed funds, until the grant is ready to be paid out. The current uncommitted balance in the CIP reserve fund is \$196,650.18 however this balance does not account for other CIP grant requests that are currently being considered by the Standing Committee or have been endorsed by the Standing Committee and are not yet approved by City Council.

If approved, funds will be transferred from the CIP reserve fund to the Ford City CIP Fund (Project #7181046) for the following grants when the work is completed:

- i. *Retail Investment Grant* totalling a maximum amount of \$15,000 for one (1) ground floor retail unit;
- ii. *Municipal Development Fees Grant Program* to a maximum amount of \$20,000; and
- iii. *New Residential Development Grant Program* for two (2) vacant and two (2) new residential units (\$2500 each) to a maximum amount of \$5,000.

The *Building/Property Improvement Tax Increment Grant* would be based upon the lesser of 100% of the municipal tax increment generated from the improvements made to the building or property for up to 10 years, or the eligible costs. Based on the estimated post project assessment value of \$289,255, the estimated total grant amount is \$47,086.98:

<b>Estimated Building/Property Improvement Tax Increment Grant for 1024 to 1026 Drouillard Road</b>		
<b>Annual Pre-Development Municipal Taxes</b>	<b>Annual Estimate of Incremental Post Development Municipal Taxes</b>	<b>Annual Estimate Value of Grant</b>
\$1,335.00	\$4,708.70	\$47,086.98

**Assumptions**

Current Property Value Assessment	\$72,000
Estimate Post Development Property Assessment	\$289,255

The City will retain the amount of pre-development (base) municipal taxes throughout the lifespan of the grant program (estimated to be \$13,350 over 10 years); however, it will be foregoing any incremental property taxes, which could otherwise be used to offset future budget pressures (estimated to be \$47,086.98 over 10 years). The City will issue the grant annually once it is satisfied that the municipal property taxes have been paid by the property owner, and any additional conditions of the grant have been met.

If approved, funds will be transferred from the CIP reserve fund to the *Main Street CIP* Capital Project Fund (Project #7219018) to disperse the maximum amount of +/- \$22,500 for the *Facade Improvement Grant Program* identified in this report when all work is completed.

If this report is approved the applicant will receive +/- \$109,586.98 in total grants.

**Consultations:**

The owner for the property located at 1044 Drouillard Road has been consulted regarding grants and application fees related to the improvements outlined in this report.

The following members of Administration were also consulted:

- Jose Mejalli, Assessment Management Officer, Taxation, Treasury & Financial Projects and Carolyn Nelson, Manager of Property Valuation & Administration, Taxation, Treasury & Financial Projects were consulted with respect to the Ford City CIP *Building/Property Improvement Tax Increment Grant*.
- Josie Gualtieri, Financial Planning Administrator was also consulted regarding the Ford City CIP and related capital project/reserve fund balances.
- Margo Moore, Permit Services Clerk from the Building Division was consulted regarding eligible Building Permit and Public Works Permit Fees for the *Municipal Development Fees Grant Program*.

**Conclusion:**

The improvements to 1044 Drouillard Road meet all eligibility criteria identified in this report, for the *Retail Investment Grant, Building/Property Improvement Tax Increment Grant, Municipal Development Fees Grant* and *New Residential Development Grant*, through the *Ford City CIP*, and the *Facade Improvement Grant Program* through the *Main Streets CIP*.

There are sufficient funds in the CIP reserve fund to provide grants for the proposed improvements. Administration recommends approval of the grants identified in this report.

**Planning Act Matters:**

N/A

**Approvals:**

Name	Title
Kevin Alexander	Senior Planner – Special Projects
Emilie Dunnigan	Manager Development Revenue & Financial Administrator
Jason Campigotto	Deputy City Planner -- Growth

<b>Name</b>	<b>Title</b>
John Revell	Chief Building Official
Neil Robertson	City Planner/ Executive Director, Planning & Development Services
Kate Tracey	Senior Legal Counsel, Legal & Real Estate
Lorie Gregg	Deputy Treasurer Taxation and Financial Planning
Janice Guthrie	Commissioner Finance/City Treasurer
Jelena Payne	Commissioner of Economic Development
Janice Guthrie acting for Joe Mancina	Chief Administrative Officer

**Notifications:**

<b>Name</b>	<b>Address</b>	<b>Email</b>

**Appendices:**

- 1 Appendix 'A' - Location and Existing Condition
- 2 Appendix 'B' – Proposed Facade and Interior Improvements

# Appendix A - Location Map



## LOCATION MAP: 1044 DROUILLARD ROAD



SUBJECT PROPERTY



Appendix A - Existing Condition (Google)



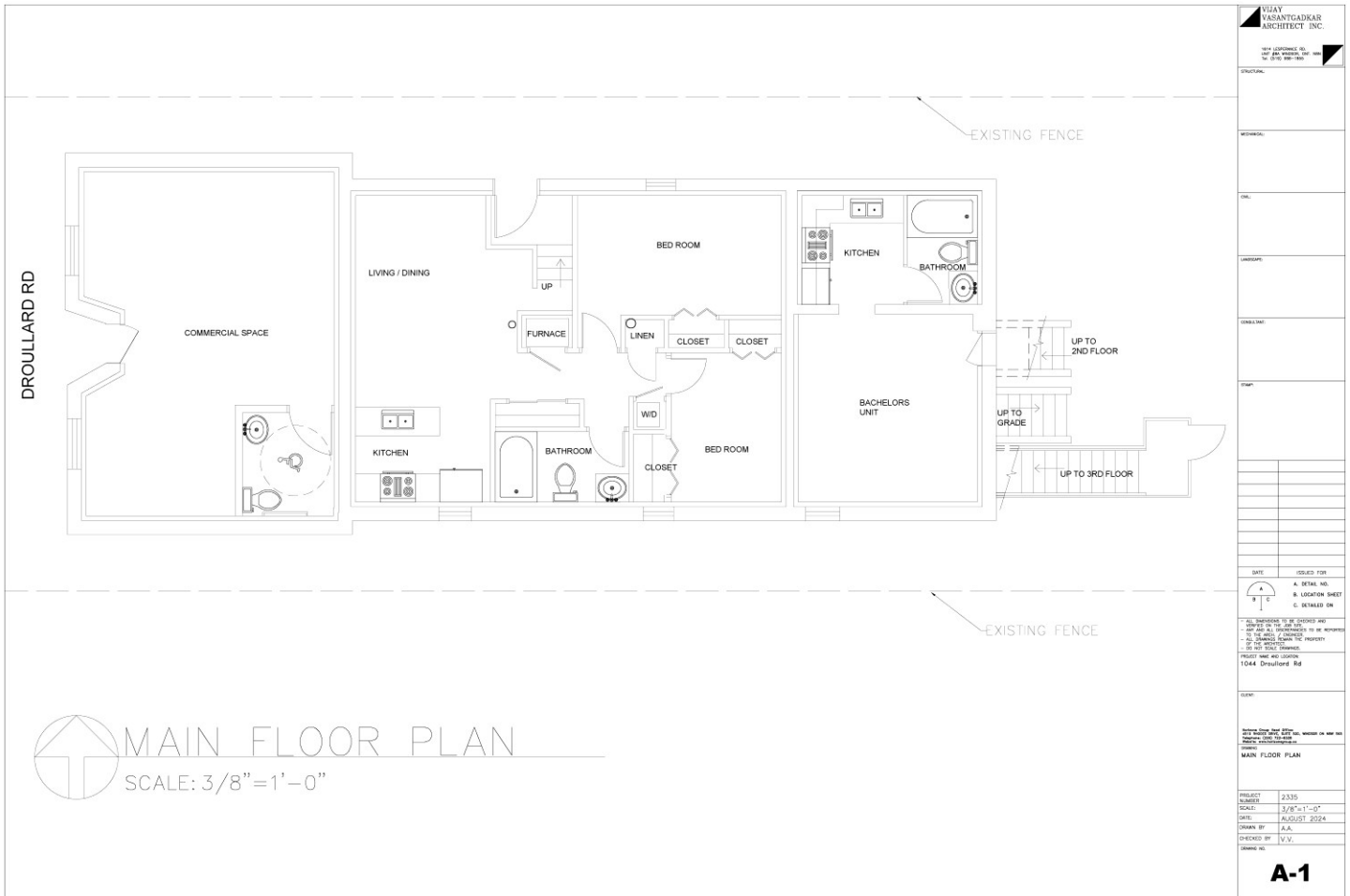
## Appendix B - Proposed Façade and Interior Improvements



Proposed material

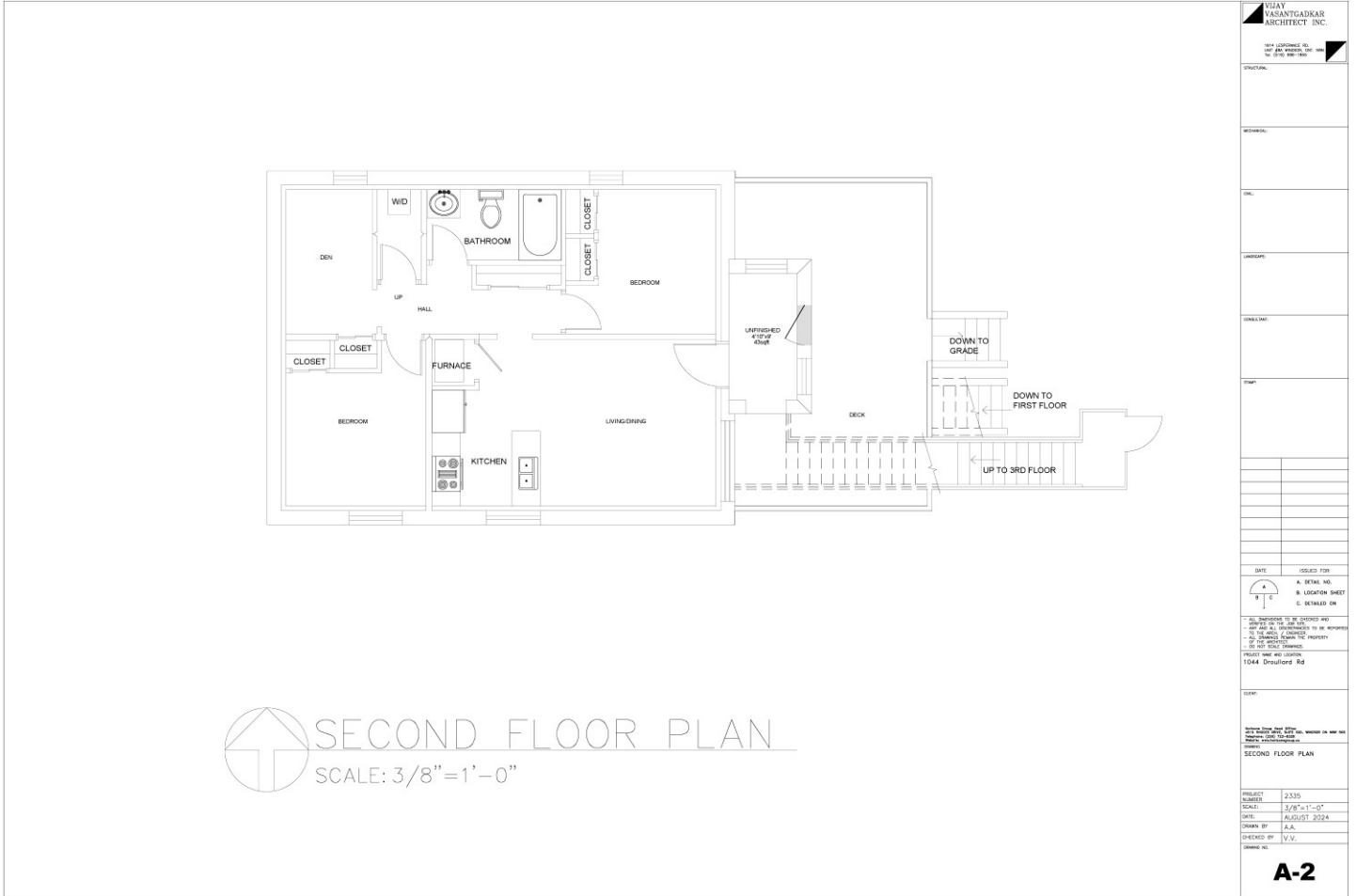


# Appendix B - Interior Improvements

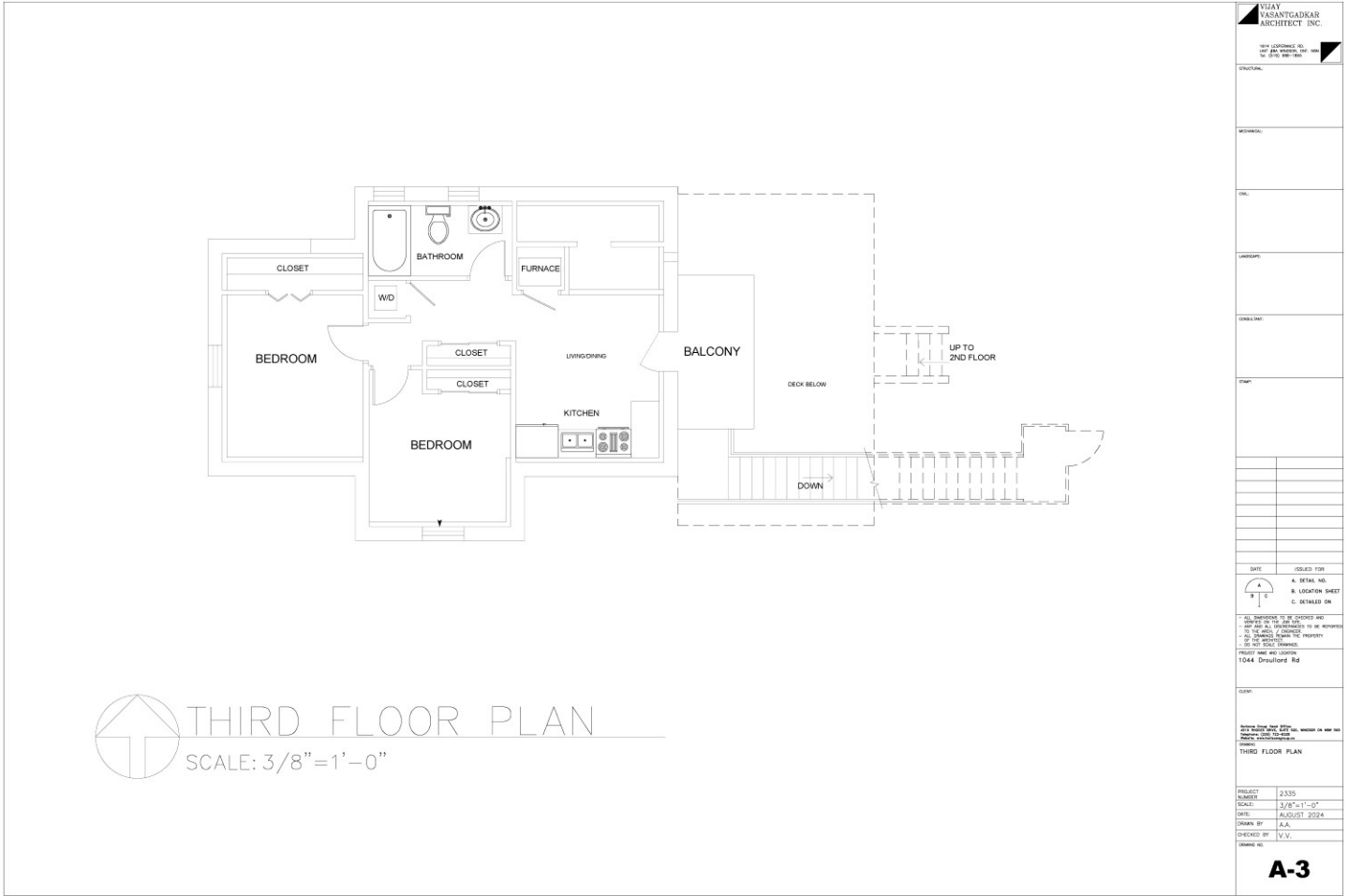




# Appendix B - Interior Improvements



# Appendix B - Interior Improvements





February 24, 2025

**RE: Notice of Standing Committee Meeting - Item 11.2 – Main Street CIP/Ford City CIP Application, 1044 Drouillard Road, Owner: 1988859 Ontario Inc. (c/o: Dawne Martens)**

To the members of City Council,

My name is Kaitlyn Karns and I am the Executive Director of the Ford City Business Improvement Association. I am writing in support of the Main Street CIP and the Ford City CIP application for 1044 Drouillard Road. The CIP has helped building owners within our BIA make positive changes to their buildings which enhances the overall look and feel of the street.

If you have any further questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink that reads "Kaitlyn Karns".

Kaitlyn Karns  
Executive Director, Ford City BIA  
[kaitlyn@fordcity.ca](mailto:kaitlyn@fordcity.ca)



**Committee Matters: SCM 78/2025**

**Subject: Report No. 57 of the International Relations Committee**

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

Decision Number: **DHSC 710**

THAT Report No. 57 of the International Relations Committee indicating:

That the Mayor's Office BE REQUESTED to send letters inviting a delegation of two to four people from Mannheim, Germany and Gunsan, South Korea to the City of Windsor in the summer of 2025 to commemorate the anniversaries of our twinning; and,

That a letter BE SENT to Mannheim, Germany asking for a delegation from Windsor led by Mayor Dilkens to visit Mannheim to commemorate the milestone anniversary and further, that this visit to Mannheim be scheduled in conjunction with the visit to Lublin, Poland in June 2025.

**BE APPROVED.**

Carried.

Report Number: SCM 52/2025

**Clerk's Note:**

1. Please refer to Item 12.1 from the Development & Heritage Standing Committee held on March 3, 2025.
2. To view the stream of this Standing Committee meeting, please refer to:  
<https://csg001-harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20250303/-1/10546>



**Committee Matters: SCM 52/2025**

**Subject: Report No. 57 of the International Relations Committee**

**REPORT NO. 57**  
of the  
**INTERNATIONAL RELATIONS COMMITTEE**  
Meeting held January 30, 2025

Present: Councillor Angelo Marignani, Chair  
Councillor Renaldo Agostino  
Councillor Fred Francis  
Councillor Ed Sleiman  
Lubna Barakat  
Jerry Barycki  
Ronnie Haidar  
L.T. Zhao

Your Committee submits the following recommendation:

Moved by Councillor Fred Francis, seconded by Jerry Barycki,

That the Mayor's Office **BE REQUESTED** to send letters inviting a delegation of two to four people from Mannheim, Germany and Gunsan, South Korea to the City of Windsor in the summer of 2025 to commemorate the anniversaries of our twinning; and

That a letter be sent to Mannheim, Germany asking for a delegation from Windsor led by Mayor Dilkens to visit Mannheim to commemorate the milestone anniversary and further, that this visit to Mannheim be scheduled in conjunction with the visit to Lublin, Poland in June 2025.

Carried.

<b>NOTIFICATION:</b>		
<b><i>Name</i></b>	<b><i>Address</i></b>	<b><i>E-mail</i></b>
IRC members		on-file



**Committee Matters: SCM 79/2025**

**Subject: Minutes of the International Relations Committee of its meeting held January 30, 2025**

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

Decision Number: **DHSC 711**

THAT the minutes of the International Relations Committee meeting held January 30, 2025, **BE RECEIVED**.

Carried.

Report Number: SCM 53/2025

**Clerk's Note:**

1. Please refer to Item 12.2 from the Development & Heritage Standing Committee held on March 3, 2025.
2. To view the stream of this Standing Committee meeting, please refer to:  
<https://csg001-harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20250303/-1/10546>



**Committee Matters: SCM 53/2025**

**Subject: Minutes of the International Relations Committee of its meeting held  
January 30, 2025**



## **INTERNATIONAL RELATIONS COMMITTEE**

Meeting held January 30, 2025

A hybrid meeting of the International Relations Committee is held this day commencing at 3:30 o'clock p.m. in Room 522a, 350 City Hall Square West, there being present the following members:

Councillor Angelo Marignani, Chair  
Councillor Renaldo Agostino  
Councillor Fred Francis (via Zoom)  
Councillor Ed Sleiman  
Lubna Barakat (via Zoom)  
Jerry Barycki (via Zoom)  
Ronnie Haidar  
L.T. Zhao (via Zoom)

### ***Absent from the meeting:***

Saiful Bhuiyan  
William Ma

### ***Also present are the following resource personnel***

Sandra Gebauer, Council Assistant  
Karen Kadour, Committee Coordinator

### **1. Call to Order**

The Chair calls the meeting to order at 3:33 o'clock p.m. and the Committee considers the Agenda being Schedule A attached hereto, matters which are dealt with as follows:

### **2. Declaration of Conflict**

None disclosed.

### **3. Minutes**

Moved by Councillor Ed Sleiman, seconded by Jerry Barycki,  
That the minutes of the meeting of the International Relations Committee of its meeting held December 11, 2024 **BE ADOPTED** as presented.  
Carried.

#### 4. Business Items

##### 4.1 Request from Changchun, China for a delegation to visit the City of Windsor in early March 2025

Sandra Gebauer reports that a request was received from Changchun for a delegation to come to the City of Windsor in early March 2025. She advises that the Changchun delegation is interested in meeting the Mayor, the members of the IRC and to explore potential cooperation in the fields of culture, tourism, automobiles, education, economy and trade as well as science and technology. She adds that they are keen in establishing a sister school relationship between Changchun and one of Windsor's high schools. In response to a question asked by Councillor Ed Sleiman regarding the last time a delegation visited the City of Windsor, Sandra Gebauer responds that a delegation came in 2017.

Moved by L.T. Zhao, seconded by Lubna Barakat,

That the Mayor **BE AUTHORIZED** to send a letter of invitation to the Mayor of Changchun; and,

That due to time restraints, that this request **CIRCUMVENT** the Development and Heritage Standing Committee and proceed directly to City Council for approval; and,

That an expenditure in the upset amount of \$10,000 **BE APPROVED** to host this delegation for three days in March 2025, and further,

That the visiting delegation from Changchun, China will include the following:

- Li Liquan, Deputy Director-general of Working Committee for Organizations Directly under the CPC Changchun Municipal Committee
- Li Jiwei, Level III Division Rank Official of the Foreign Affairs Office of Changchun Municipal People's Government
- Wang Zhongxue, Vice Principal of Changchun No. 11 High School

Carried.

##### 4.2 Letter from Mayor Zuk, Lublin, Poland regarding a delegation to Lublin in June 2025 and a visit to Windsor in November 2025

Sandra Gebauer states that Mayor Zuk is requesting that the Mayor and two representatives from Windsor visit Lublin, Poland in June 2025. She adds that the IRC would be required to pay the cost for the flights and for a gift exchange.

Moved by Councillor Fred Francis, seconded by L.T. Zhao,  
That the invitation from Mayor Zuk to Mayor Dilkens for a delegation to visit Lublin, Poland in June 2025 along with two (2) representatives from Windsor **BE ACCEPTED**;  
and  
That due to time restraints, that this request **CIRCUMVENT** the Development and Heritage Standing Committee and proceed directly to City Council for approval; and  
That an expenditure in the upset amount of \$10,000 to cover the flights, gift exchange and any other incidentals **BE APPROVED**.  
Carried.

Moved by Councillor Fred Francis, seconded by Councillor Ed Sleiman,  
That the Mayor **BE AUTHORIZED** to send a letter of invitation to the Mayor of Lublin, Poland for a delegation of two (2) to visit the City of Windsor in November 2025;  
and,  
That this request **BE FORWARDED** to the Development and Heritage Standing Committee and City Council for approval; and further,  
That an expenditure in the upset amount of \$10,000 to host the delegation for three days **BE APPROVED**.  
Carried.

#### 4.3 IRC Mandate and Terms of Reference

The Chair remarks that the current IRC Mandate and Terms of Reference outlines the purpose of the Committee.

Moved by Councillor Sleiman, seconded by Councillor Renaldo Agostino,  
That the current IRC Mandate and Terms of Reference dated May 2015 **BE RECEIVED**.  
Carried.

#### 4.4. Twin City/Friendship Policy and Mandate

Moved by Councillor Ed Sleiman, seconded by Councillor Renaldo Agostino,  
That the Twin City/Friendship Policy and Mandate **BE RECEIVED**.  
Carried.

### 5. Communications

#### 5.1 Information on Glowing Bike Path in Poland

Jerry Barycki states that the glowing bike path in Poland is unique and innovative. It is noted that the use of LED lamps, solar panels and “light-accumulating paint” does not require any alternative power sources.

The Chair suggests that when the delegation from Windsor visits Poland, that additional information regarding products used and the cost of the glowing bike path can be researched and brought back.

Moved by L.T. Zhao, seconded by Councillor Fred Francis,  
That the information provided on the glowing bath path in Poland **BE RECEIVED**.  
Carried.

## 5.2 Twin Cities and Date of Twinning

Ronnie Haidar notes that in 2025, three of Windsor’s Sister Cities will be celebrating milestone anniversaries – Mannheim Germany, Lublin, Poland and Gunsan, South Korea. He asks if some type of event will be planned. Sandra Gebauer responds that there was discussion previously regarding a celebration relating to the opening of the Gordie Howe Bridge in September 2025.

In response to a question asked by the Chair regarding if there a protocol where a gift or letter to commemorate this significant milestone is provided, Sandra Gebauer that the Mayor’s Office can send a letter acknowledging the milestone.

Jerry Barycki suggests inviting a delegation from Gunsan, South Korea and Mannheim, Germany to the City of Windsor. Councillor Fred Francis concurs and proposes that communication be sent to Mannheim, Germany via the Mayor’s Office inviting a delegation to come to Windsor in the summer 2025 to commemorate the milestone Twinning anniversary. He adds that the opening of the Gordie Howe Bridge is not a municipal event and may not allow for participation.

Councillor Fred Francis advises that the delegation in Lublin, Poland could also visit Mannheim, Germany during this trip to commemorate the anniversary with Mannheim.

Moved by Councillor Fred Francis, seconded by Jerry Barycki,

That the Mayor’s Office **BE REQUESTED** to send letters inviting a delegation of two to four people from Mannheim, Germany and Gunsan, South Korea to the City of Windsor in the summer of 2025 to commemorate the anniversaries of our twinning; and

That a letter be sent to Mannheim, Germany asking for a delegation from Windsor led by Mayor Dilkens to visit Mannheim to commemorate the milestone anniversary and further, that this visit to Mannheim be scheduled in conjunction with the visit to Lublin, Poland in June 2025.

Carried.

## 6. Updates by Sandra Gebauer

### 6.1 Communication with the Windsor-Essex Chamber of Commerce regarding the City of Changchun's request.

As requested by the Committee members at the December 11, 2024 meeting, Sandra Gebauer reports that she contacted Tony Haddad, Interim CEO of the Windsor-Essex Chamber of Commerce regarding the 2022 initiative with Windsor's Twin Cities as well as Changchun's request for collaboration. Mr. Haddad confirmed that they are open to collaborating with Changchun. The introduction will be made online by Sandra Gebauer, however, as it relates to collaboration with all of Windsor's Twin Cities, he suggested the decision be left to the incoming President and CEO Ryan Donally.

Moved by Councillor Ed Sleiman, seconded by Councillor Fred Francis,  
That the update by Sandra Gebauer regarding the City of Changchun's request to collaborate with the Windsor-Essex Chamber of Commerce **BE RECEIVED**.  
Carried.

### 6.2 2025 Children's Art Exhibition

Sandra Gebauer states that she has tentatively reached out to Devonshire Mall to determine the availability for 2025 and asks if the IRC is interested in participating in the 2025 Children's Art Exhibition.

Lubna Barakat asks if it would be feasible to have a virtual presentation, i.e. slide show of the children's artwork at the entrance to the Art Gallery of Windsor. Sandra Gebauer responds that she will reach out to the Art Gallery to determine if this is feasible and suggests displaying the physical boards with the art for a week. Ronnie Haidar offers the University of Windsor as another venue to display the children's art.

Moved by Ronnie Haidar, seconded by Lubna Baraket,

That the 2025 Children's Art Exhibition **BE HELD** at Devonshire Mall as in past years; and  
That Administration determine if the Windsor Art Gallery is interested in hosting the Children's Art Exhibition for 2025, and further to coordinate with the University of Windsor through Committee member Ronnie Haidar to host the 2025 Children's Art.

Carried.

Jerry Barycki refers to Polish Heritage Month and requests a flag raising be held to commemorate this event. Sandra Gebauer responds that the City has currently discontinued flag raisings.

**7. New Business**

None

**8. Date of Next Meeting**

The next meeting will be held in May 2025.

**9. Adjournment**

There being no further business, the meeting is adjourned at 4:29 o'clock p.m.



**Committee Matters: SCM 81/2025**

**Subject: Minutes of the Property Standards Committee of its meeting held February 4, 2025**

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

Decision Number: **DHSC 712**

THAT the minutes of the Property Standard Committee meeting held February 4, 2025,  
**BE RECEIVED.**

Carried.

Report Number: SCM 60/2025

**Clerk's Note:**

1. Please refer to Item 12.3 from the Development & Heritage Standing Committee held on March 3, 2025.
2. To view the stream of this Standing Committee meeting, please refer to:  
<https://csg001-harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20250303/-1/10546>



**Committee Matters: SCM 60/2025**

**Subject: Minutes of the Property Standards Committee of its meeting held  
February 4, 2025**



## **PROPERTY STANDARDS COMMITTEE**

Meeting held February 4, 2025

A meeting of the Property Standards Committee is held this day commencing at 10:00 o'clock a.m. in Room 140, 350 City Hall Square West, there being present the following members:

Councillor Mark McKenzie, Acting Chair  
Dan Lunardi  
Michael George

### ***Regrets received from:***

Councillor Ed Sleiman  
Councillor Fabio Costante

### ***Appellants in attendance:***

Robert Redmond and Jocelyn Quenneville

### ***Also in attendance are the following resource personnel:***

Rob Vani, Deputy Chief Building Official – Inspections  
Ian Sakal, Building By-law Enforcement Officer  
Karen Kadour, Committee Coordinator

### **1. Call to Order**

Councillor Mark McKenzie, Acting Chair calls the meeting to order at 10:01 o'clock a.m. and the Committee considers the Agenda being Schedule A attached hereto, matters which are dealt with as follows:

### **2. Disclosure of Interest**

None disclosed.

### **3. Adoption of the Minutes**

Moved by Dan Lunardi, seconded by Michael George,

That the minutes of the Property Standards Committee of its meeting held October 24, 2024 **BE APPROVED.**

Carried.

#### **4. Request for Deferral, Referral or Withdrawal**

None.

#### **5. Appeals**

##### **5.1 Robert Redmond and Jocelyn Quenneville appear before the Property Standards Committee.**

The following motion was approved at the meeting of the Property Standards Committee held October 24, 2024:

*Moved by Councillor Fabio Costante, seconded by Councillor Mark McKenzie,  
That the matter relating to 3139 Loebach BE DEFERRED for 90 days to allow for  
the appellants to retain a private consultant and to determine if there are other options to  
satisfy the Property Standards By-law.*

*Carried.*

Ian Sakal, Building By-law Enforcement Officer provides the “3139 Loebach Drive VY 24-025736” presentation for the benefit of those members who were not present at the last meeting.

Michael George remarks that it appears from statements made by the appellants that some properties are not being consistent in following their obligations to maintain their property. He agrees that the berm needs to be replaced, however if the other neighbours do not have a sound barrier wall, would they not be required to replace it as well? Rob Vani responds that every property is subject to the subdivision agreements so Lots 5 through 10 would be required to have a sound barrier. He adds that some sound barrier walls were removed, and some were replaced and if there is a specific concern, a call can be made to one of the Building By-law Enforcement Officers.

Robert Redmond and Jocelyn Quenneville provide the following update:

- Following the meeting held on October 24, 2024, they contacted Dr. Colin Novack, Engineer, University of Windsor. The appellants provided the specifications from the original design and were advised that Dr. Novack could design a wooden wall that would meet the sound requirements at a cost of approximately \$13,000.

Michael George advises that the appellants want to build the sound barrier, however, as noted in the previous minutes that the purpose of the berm is for train

derailment and spillage control. Rob Vani responds that the berm requirement is part of the subdivision agreement approved by the Ministry. The agreement that is on title is part of that agreement.

Councillor Mark McKenzie advises that the Committee can confirm the order, extend the deadline, modify the order or quash the order.

Dan Lunardi remarks that there is effort and movement into complying with the Order. Robert Redmond, appellant responds that he does not want to put the hill back due to the cost and is essentially looking to modify the Order as it will be more affordable.

Moved by Dan Lunardi, seconded by Michael George,  
That the Order to Repair 24 025736 2024 regarding property at 3139 Loebach Drive **BE CONFIRMED** with a deadline date of February 4, 2026.  
Carried.

## 6. Adjournment

There being no further business, the meeting is adjourned at 10:25 o'clock a.m.

**Subject: Signing of Agreements for the Windsor Regional Employment Network**

**Reference:**

Date to Council: April 14, 2025  
Author: Tanya Antoniwi  
Executive Director, Employment and Social Services  
tantoniw@citywindsor.ca  
519-255-5200 ext 5257

Employment and Social Services  
Report Date: 1/21/2025  
Clerk's File #: SS2025

To: Mayor and Members of City Council

**Recommendation:**

**THAT** this report **BE APPROVED**; and further,

**THAT** the Commissioner of Human and Health Services, or their designate **BE AUTHORIZED** to sign agreements with technical content satisfactory in form to the Executive Director, Employment and Social Services, legal content satisfactory in form to City Solicitor and financial content satisfactory in form to the City Treasurer, with training providers to a maximum limit per agreement of \$10,000 funded 100% by the Ministry of Labour, Immigration, Training and Skills Development (MLITSD) to provide training as required by the respective Ministries and program guidelines for the Service System Manager and Service Provider roles; and further,

**THAT** the Commissioner of Human and Health Services, or their designate **BE AUTHORIZED** to sign agreements with event facilities, where utilizing City of Windsor event facilities is not feasible nor available to a maximum limit per agreement of \$10,000 funded 100% by the Ministry of Labour, Immigration, Training and Skills Development (MLITSD) to provide training and other events as required by the respective Ministries and program guidelines for the Service System Manager and/or Service Provider roles; and further,

**THAT** the Commissioner of Human and Health Services, or their designate **BE AUTHORIZED** to sign sponsorship agreements with relevant organizations and events, to a maximum limit per agreement of \$10,000 funded 100% by the Ministry of Labour, Immigration, Training and Skills Development (MLITSD) to forward the work of the Service System Manager within each of the respective divisions.

## **Executive Summary:**

N/A

## **Background:**

The City of Windsor, as the Windsor Regional Employment Network (WREN) is the Service System Manager (SSM) for Employment Ontario (EO) Employment Services programming across the Windsor-Essex, Chatham-Kent and Sarnia-Lambton catchment area. Currently, the City of Windsor has contracts with 19 Service Providers across the catchment, with over 75 service locations.

The objectives and outcomes of the SSM are outlined in a Transfer Payment Agreement with the Ministry of Labour, Immigration, Training and Skills Development (MLITSD).

## **Discussion:**

One of the requirements outlined in the Transfer Payment Agreement involves the SSM providing ongoing training and professional development for the WREN staff members as well as the staff members from Service Provider organizations. There may be times when a training provider requires a contract to be signed outlining the format and learning objectives of the training session(s). These training sessions are carefully selected by the Staff Development Coordinator at the WREN to ensure they align with the WREN and Ministry's objectives. The selection of a training provider follows the Corporate Purchasing By-Law.

To facilitate the training as outlined above, as well as additional professional development and professional meetings, event facilities are required to host Service Provider staff. Where possible, the Staff Development Coordinator seeks to utilize City of Windsor facilities. However, when providing training for Service Providers in Chatham- Kent or Sarnia-Lambton, local facilities are required. Some of these facilities require a user agreement to book the space. When looking for space, the Staff Development Coordinator ensures that the space is accessible and able to accommodate the number of anticipated participants. Where possible, the WREN seeks out space that is owned by the SSM municipal Service Providers in their respective regions.

Additionally, with the introduction of SSMs, there have been opportunities for the SSM to participate in local events and provincial conferences to share best practices and current priorities of the WREN. Some of the events have a sponsorship opportunity for the WREN. These sponsorship opportunities promote the WREN and enhance visibility of the division. In order to consider sponsorship, the WREN will ensure that there is an opportunity for the WREN to be involved in providing a presentation at the event as well as ensuring that the event aligns with the objectives of the WREN and the City's work.

**Risk Analysis:**

If not approved, there would be a risk of requiring to submit a report to Council for approval on an on-demand basis. Depending on timing, this may delay the ability to host training and professional development events, which may impact the ability to achieve the contractual requirements through the Transfer Payment Agreement.

**Climate Change Risks**

**Climate Change Mitigation:**

N/A

**Climate Change Adaptation:**

N/A

**Financial Matters:**

All of the matters discussed above would only be approved if within the annual budget as determined by the annual business planning cycle. The total budget for the Service System Manager is 100% funded by the Ministry of Labour, Immigration, Training and Skills Development, therefore there would not be a municipal contribution.

**Consultations:**

- Myles Soulliere, Manager, Integrated Employment Services
- Lynn Glasier, Financial Planning Administrator
- Linda Higgins, Manager, Intergovernmental Funding- Human Services Integration
- Kate Tracey- Senior Legal Counsel

**Conclusion:**

Employment and Social Services is seeking approval to receive authority to enter into relevant and required administrative agreements for the provision of training, professional development as well as sponsorship.

**Planning Act Matters:**

N/A

**Approvals:**

Name	Title
Tanya Antoniow	Executive Director, Employment & Social Services
Wira H.D. Vendrasco	City Solicitor

Janice Guthrie	Commissioner, Finance and City Treasurer
Andrew Daher	Commissioner, Human & Health Services
Ray Mensour acting for Joe Mancina	Chief Administrative Officer

**Notifications:**

Name	Address	Email

**Appendices:**

**Subject: Confirm and Ratify Report regarding Invest Windsor Essex Budget - City Wide**

**Reference:**

Date to Council: April 14, 2025  
Author: Steve Vlachodimos  
City Clerk/Licence Commissioner  
(519) 255-6100 ext. 6488  
svlachodimos@citywindsor.ca

Council Services  
Report Date: 3/17/2025  
Clerk's File #: AF/14854

**To:** Mayor and Members of City Council

**Recommendation:**

That the results of the email poll authorized by Mayor Drew Dilkens on Friday, March 14, 2025 approving the following **BE CONFIRMED AND RATIFIED**:

Whereas on February 21, 2025, the 2025 Budget was deemed approved via Mayoral Decision MD08-2025 and subsequently as a result of the request outlined in this report, City Council **SUPPORTS** the provision of additional funding for Invest Windsor Essex (IWE) in the amount of \$205,000; be it therefore further resolved:

THAT the City Treasurer **BE AUTHORIZED** to transfer \$205,000 from the Budget Stabilization Reserve (BSR) (Fund 139)

**Executive Summary:**

N/A.

**Background:**

Section 3.7 of Procedure By-law 98-2011 provides the following:

*“Telephone and/or email polls of Members of Council shall be permitted only upon authorization by the Mayor or CAO, in emergency situations requiring Council direction where time does not permit holding a special meeting of Council and/or quorum of Council cannot physically convene to consider a*



*matter. The results of a poll must be confirmed and ratified at the next public meeting of Council”.*

**Discussion:**

Due to the time sensitive nature pertaining to the funding for Invest Windsor Essex, the request to conduct an e-mail poll was granted by the Mayor and the Chief Administrative Officer.

An email poll regarding this matter was conducted by the City Clerk on Friday, March 14, 2025. The administrative recommendation was approved as presented, by all members of Council unanimously.

**Risk Analysis:**

The risk analysis is provided in the administrative report, attached as “Appendix A”.

**Climate Change Risks**

**Climate Change Mitigation:**

N/A.

**Climate Change Adaptation:**

N/A.

**Financial Matters:**

The financial matters are provided in the administrative report, attached as “Appendix A”.

**Consultations:**

N/A.

**Conclusion:**

It is recommended that the results of the email poll conducted on March 14, 2025 approving the above noted resolution be confirmed and ratified.

**Planning Act Matters:**

N/A.

**Approvals:**

<b>Name</b>	<b>Title</b>
Steve Vlachodimos	City Clerk/Licence Commissioner
Janice Guthrie	Commissioner, Finance & City Treasurer
Joe Mancina	Chief Administrative Officer

**Notifications:**

<b>Name</b>	<b>Address</b>	<b>Email</b>

**Appendices:**

- 1 Report C 40/2025 Invest Windsor Essex Budget- City Wide

**Subject: Invest Windsor Essex Budget- City Wide**

**Reference:**

Date to Council: April 14, 2025

Author: David Soave

Manager, Strategic Operating Budget Development & Control

519-255-6100 Ext. 1911

dsoave@citywindsor.ca

Financial Planning

Report Date: March 13, 2025

Clerk's File #: AF/14854

**To:** Mayor and Members of City Council

**Recommendation:**

Whereas on February 21, 2025, the 2025 Budget was deemed approved via Mayoral Decision MD08-2025 and subsequently as a result of the request outlined in this report, City Council **SUPPORTS** the provision of additional funding for Invest Windsor Essex (IWE) in the amount of \$205,000; be it therefore further resolved:

THAT the City Treasurer **BE AUTHORIZED** to transfer \$205,000 from the Budget Stabilization Reserve (BSR) (Fund 139).

**Executive Summary:**

N/A

**Background:**

Invest Windsor Essex (IWE), an organization that is proportionately subsidized by the City and County after consideration of program grants and other sources of revenue for the purpose of creating regional economic prosperity through job growth, submitted their 2025 request for City funding totalling \$1,366,661. In accordance with directions provided by Administration, this was the same amount of funding provided in 2024.

**Discussion:**

As part of the 2025 Budget process, and in recognition of efforts to keep the tax levy increase below inflation, the City approved funding for IWE at \$1,161,662, a reduction of 15% or \$204,999 less than what was requested. This reduction mirrored the reduction that had been approved by the County. Subsequent to the finalization of the 2025 Budget, the County amended their contribution for IWE reverting back to the 2024 funding amount. As such, and to maintain the City's proportionate share of funding for IWE, Administration has been requested to provide an additional amount of \$205,000 (rounded) as a one-time adjustment in funding for IWE. This additional funding, if supported by City Council, will be provided from the Budget Stabilization Reserve (BSR) Fund 139.

**Risk Analysis:**

Failing to fund Invest Windsor Essex at the 2024 level would result in a shortfall in the City's proportionate share of funding required to operate in 2025.

**Climate Change Risks****Climate Change Mitigation:**

N/A

**Climate Change Adaptation:**

N/A

**Financial Matters:**

An increase in funding of \$205,000 for IWE on a one-time basis for 2025 is being supported. Administration is not recommending a change to the amount approved through the 2025 Budget, which was set at \$1,161,662. Administration will work closely throughout 2025 with IWE in light of this additional funding request and will bring forward any permanent changes which may be required as part of the 2026 budget development process.

**Consultations:**

N/A

**Conclusion:**

Administration supports additional funding in the amount of \$205,000 for Invest Windsor Essex as a one-time adjustment in 2025.

**Planning Act Matters:**

N/A

**Approvals:**

<b>Name</b>	<b>Title</b>
David Soave	Manager, Strategic Operating Budget Development & Control
Tony Ardovini	Deputy City Treasurer – Financial Planning
Janice Guthrie	Commissioner, Finance & City Treasurer
Joe Mancina	Chief Administrative Officer

**Notifications:**

<b>Name</b>	<b>Address</b>	<b>Email</b>

**Appendices:**



**Committee Matters: SCM 43/2025**

**Subject: Report No. 121 of the Board of Directors, Willistead Manor Inc.**

**REPORT NO. 121**  
of the  
**BOARD OF DIRECTORS,**  
**WILLISTEAD MANOR INC.**  
of its meeting held November 13, 2024

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**Present:** C. Gaudette - Acting Chair  
MJ. Dettinger  
J. Evans  
R. Gauthier (via conference phone)  
R. Jasey  
D. Langstone  
M. McKenzie  
D. Sanborn (via conference phone)

Your Board submits the following recommendations:

Moved by J. Evans, seconded by R. Jasey,  
That the following person **BE RE-APPOINTED** to the Board of Directors of  
Willistead Manor Inc. for a two-year term expiring August 17, 2026:

D. Langstone

Carried.

---

**Chair**

---

**Executive Secretary**

**NOTIFY:**

<b>Name</b>	<b>Address</b>	<b>City/Prov/Pstcd</b>	<b>Telephone</b>	<b>FAX</b>
Board of Directors Willistead Manor Inc.				



**Committee Matters: SCM 59/2025**

**Subject: Minutes of the Committee of Management for Huron Lodge of its meeting held December 12, 2024**



**Committee of Management for Huron Lodge**  
Meeting held December 12, 2024

A meeting of the Committee of Management for Huron Lodge this day commencing at 9:00 o'clock a.m. in Room 140, 350 City Hall Square West, there being present the following members:

Councillor Ed Sleiman, Chair  
Councillor Jo-Anne Gignac

***Regrets received from:***

Councillor Fred Francis

***Also present are the following resource personnel:***

Alina Sirbu, Executive Director Long Term Care, Administrator of Huron Lodge  
Andrew Daher, Commissioner, Human & Health Services  
Karen Kadour, Committee Coordinator

**1. Call to Order**

The Chair calls the meeting to order at 8:53 o'clock a.m. and the Committee of Management considers the Agenda being Schedule A, attached hereto, matters which are dealt with as follows:

**2. Disclosure of Interest**

None disclosed.

**3. Minutes**

Moved by Councillor Jo-Anne Gignac, seconded by Councillor Ed Sleiman,  
That the minutes of the Committee of Management for Huron Lodge of its meeting held September 12, 2024 **BE ADOPTED** as presented.  
Carried.

**4. In Camera**

Moved by Councillor Jo-Anne Gignac, seconded by Councillor Ed Sleiman to move In Camera at 8:53 o'clock a.m. for discussion of the following items:

**Reference: s. 239 (2) (b) – Personal matter about identifiable individuals, including municipal or local board employees – Resident matters**

Motion Carried.

Discussion on the items of business.

**Verbal Motion is presented by Councillor Jo-Anne Gignac, seconded by Councillor Ed Sleiman to move back into public session at 9:00 o'clock a.m.**

**Moved by Councillor Jo-Anne Gignac, seconded by Councillor Ed Sleiman That the Clerk BE DIRECTED to transmit the recommendation(s) contained in the report(s) discussed at the In Camera Committee of Management for Huron Lodge Long Term Care Home meeting held December 12, 2024 at the next regular meeting.**

Moved by Councillor Jo-Anne Gignac, seconded by Ed Sleiman  
That the verbal In Camera report relating to the personal matter about identifiable individual(s) including municipal or local board employees **BE RECEIVED** and further, that Administration **BE AUTHORIZED** to proceed in accordance with the verbal direction of the Committee of Management for Huron Lodge Long Term Care Home.  
Carried.

## **5. Business Items**

### **5.1 Administrator's Report**

Alina Sirbu, Executive Director Long Term Care, Administrator of Huron Lodge provides the following overview:

- The Ministry will be changing the methodology through which clinical data captioned through nursing assessments generate funding.
- The Ministry of Long-Term Care Annual Inspection was conducted in October 2024, which went well with one non-compliance issued for remedial action.
- The Residents' Council continues to fundraise and to be strong.
- Since they have started the use of point of care tablets for all the staff, more information is being gathered and utilized appropriately.
- New residents being admitted are at much higher stage of acuity then before with some of them becoming palliative within weeks. The turnover of the residents' population is about 30 – 50% every year.

Andrew Daher refers to the third-party agency inspections (7 different inspections in the quarter) were held, and he highlights that no further action is required, no orders, and no violations were reported. He adds that no notice is provided prior to the

inspections. Councillor Jo-Anne Gignac expresses concern that the Ministry is getting deeper into regulatory paperwork, and doubts that there would be any problems in municipally run facilities.

Alina Sirbu remarks the Ministry will be putting additional enforcement tools at the disposal of the inspectors with more criminal charges being laid.

Councillor Jo-Anne Gignac states this will cost a diversion of time from the residents. Andrew Daher refers to the paperwork and the staffing time, because when the Ministry arrives, all the staff must meet with the Ministry.

Councillor Jo-Anne Gignac states that with the change in acuity, more care is required, and she asks if the funding is going up in terms of the ratio. Alina Sirbu responds that the Ministry has provided four years of increased funding, and it is finalized with annualizing the budget by April 2025. This gives the opportunity to each home to be able to manage within different categories, however different long term care facilities may have different pay grids and contractual agreements based on being for profit or not. In response to a question asked by Councillor Jo-Anne Gignac regarding what is being done to advocate for recognition of that, Alina Sirbu responds that there is a shorter route to supplement staffing in municipal homes since the numbers were higher to begin with.

Councillor Jo-Anne Gignac expresses concern that the Ministry may change legislation in terms of the municipal requirements to provide beds based on their population.

The Chair asks if Huron Lodge is above the provincial average for the use of drugs in the facility. Alina Sirbu responds they make sure that they are as close to what that the provincial average is.

Councillor Jo-Anne Gignac remarks that the receipt of data relating to the intake of medications over the course of a year would be interesting. Alina Sirbu was able to respond to that question based on previous reports on average usage.

## **6. Date of Next Meeting**

The next meeting will be held at the call of the Chair.

## **7. Adjournment**

There being no further business, the meeting is adjourned at 9:14 o'clock a.m.

BY-LAW NUMBER 49-2025

A BY-LAW TO AMEND BY-LAW 240-2004, BEING A BYLAW TO CLOSE, STOP UP AND CONVEY PART OF THE NORTH/SOUTH AND EAST/WEST ALLEYS WEST OF ALEXIS ROAD FROM GRAND MARAIS ROAD EAST NORTHERLY TO MONS AVENUE, REGISTERED PLAN 1140, IN THE CITY OF WINDSOR

Passed the 14<sup>th</sup> day of April, 2025.

**WHEREAS** it is deemed expedient to amend By-law number 240-2004 adopted on the 26<sup>th</sup> day of July, 2004, and registered on title on September 2, 2004, as Instrument No. CE100749 (the “By-law”);

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

1. By **DELETING** Section 2 of the By-law in its entirety and **INSERTING** the following:

“That each of the owners whose lands abut upon lands described herein shall have the right to purchase, at the following price, that part thereof upon which his land abuts to the middle line of such closed and stopped up part:

- (i) \$12 per square foot plus HST (if applicable) without easements present or \$6 per square foot plus HST (if applicable) with easements present, deed preparation fee, and proportionate share of the survey costs, as invoiced to The Corporation of the City of Windsor by an Ontario Land Surveyor for land abutting properties zoned MD1.2; and, THAT each of the owners whose lands abut upon lands described herein;
- (ii) \$1.00 plus HST (if applicable), deed preparation fee, and proportionate share of the survey costs, as invoiced to The Corporation of the City of Windsor by an Ontario Land Surveyor for land abutting properties zoned RD1.2.”

2. This by-law shall come into force and take effect on the day upon which it is registered in the Land Registry Office for the County of Essex (No.12).

DREW DILKENS, MAYOR

CITY CLERK

First Reading – April 14, 2025  
Second Reading – April 14, 2025  
Third Reading – April 14, 2025

**SCHEDULE "A"**  
**TO BY-LAW 49-2025**

Alley Plan 1140 (closed by CE100742) designated as Parts 15, 16, 17, 18 and 22, on Plan 12R21204; Windsor, subject to an easement over Parts 15, 16, 17, 18 and 22, Plan 12R21204 as in CE100784

Being all of PIN 01355-1127

City of Windsor  
County of Essex

BY-LAW NUMBER 50-2025

A BY-LAW TO ASSUME FOR SUBSEQUENT CLOSURE THE 4.27 METRE NORTH/SOUTH ALLEY NORTH OF REGINALD STREET, EAST OF ROSSINI BOULEVARD, SOUTH OF SEMINOLE STREET AND WEST OF BERNARD ROAD, CITY OF WINDSOR

Passed the 14<sup>th</sup> day of April, 2025.

**WHEREAS** the 4.27 metre portion of the north/south alley north of Reginald Street, east of Rossini Boulevard, south of Seminole Street and west of Bernard Road, City of Windsor, more particularly described in Schedule "A" hereto annexed, is assumed for subsequent closure;

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

1. That the 4.27 metre portion of the north/south alley north of Reginald Street, east of Rossini Boulevard, south of Seminole Street and west of Bernard Road, City of Windsor, more particularly described in Schedule "A" hereto annexed and forming part of this by-law, be and the same is hereby assumed for subsequent closure.
2. That this by-law shall come into force and take effect on the day of the final passing thereof.

DREW DILKENS, MAYOR

CITY CLERK

First Reading – April 14, 2025

Second Reading – April 14, 2025

Third Reading – April 14, 2025

**SCHEDULE "A"**  
**TO BY-LAW 50-2025**

Part Alley, Plan 892, Sandwich East, Part 1, Plan 12R22238; City of Windsor  
Being all of PIN 01102-0948 (LT)

City of Windsor  
County of Essex

BY-LAW NUMBER 51-2025

A BY-LAW TO CLOSE, STOP UP AND CONVEY THE 4.27 METRE NORTH/SOUTH ALLEY NORTH OF REGINALD STREET, EAST OF ROSSINI BOULEVARD, SOUTH OF SEMINOLE STREET AND WEST OF BERNARD ROAD, CITY OF WINDSOR

Passed the 14<sup>th</sup> day of April, 2025.

**WHEREAS** it is deemed expedient to close, stop up and convey the 4.27 metre portion of the north/south alley north of Reginald Street, east of Rossini Boulevard, south of Seminole Street and west of Bernard Road, City of Windsor, more particularly described in Schedule "A" attached hereto;

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

1. That the 4.27 metre portion of the north/south alley north of Reginald Street, east of Rossini Boulevard, south of Seminole Street and west of Bernard Road, City of Windsor, more particularly described in Schedule "A" attached hereto and forming part of this by-law, be and the same is hereby closed and stopped up.
2. That the closed alley be conveyed in as is condition, to the owner of the abutting property known municipally as 4285 Seminole Street.
3. That any required easements pursuant to Council Resolution CR68/2025, be registered prior to conveyance.
4. That the conveyance cost be set as follows:
  - a) For alley conveyed to abutting lands owned by Windsor Public Library, \$1.00 plus HST (if applicable), deed preparation fee and a proportionate share of the survey costs as invoiced to The Corporation of the City of Windsor by an Ontario Land Surveyor.
5. That the Chief Administrative Officer and City Clerk be authorized and directed to execute on behalf of The Corporation of the City of Windsor and to seal with the seal thereof, any and all documents necessary to implement the foregoing; and that the transaction be completed electronically, for property where it is available, pursuant to By-law Number 366-2003, as amended from time to time.



6. This by-law shall come into force and take effect the day upon which it is registered in the Land Registry Office for the County of Essex (No. 12).

DREW DILKENS, MAYOR

CITY CLERK

First Reading – April 14, 2025  
Second Reading – April 14, 2025  
Third Reading – April 14, 2025

**SCHEDULE "A"**  
**TO BY-LAW 51-2025**

Part Alley, Plan 892, Sandwich East, Part 1, Plan 12R22238; City of Windsor  
Being all of PIN 01102-0948 (LT)

City of Windsor  
County of Essex

BY-LAW NUMBER 52-2025

A BY-LAW TO FURTHER AMEND BY-LAW  
NUMBER 208-2008 CITED AS A BY-LAW TO DELEGATE TO  
ADMINISTRATION THE AUTHORITY TO PROCESS, MAKE DECISIONS ON,  
AND TO EXECUTE AGREEMENTS FOR CERTAIN MATTERS

Passed the 14<sup>th</sup> day of April, 2025.

**WHEREAS** it is deemed expedient to further amend By-Law Number 208-2008 of the Council of the Corporation of the City of Windsor, cited as a By-law to delegate to Administration the authority to process, make decisions on, and to execute Agreements for certain matters passed the 1<sup>st</sup> day of December, 2008, as heretofore amended:

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

1. That By-law 208-2008 is hereby amended by deleting Schedule "A1" of the By-law in its entirety and inserting the amended Schedule "A1" attached hereto as Appendix "A" in its place.
2. That this by-law shall come into force and take effect on the day of the final passing thereof.

DREW DILKENS, MAYOR

CITY CLERK

First Reading – April 14, 2025  
Second Reading – April 14, 2025  
Third Reading – April 14, 2025

## Appendix "A"

### SCHEDULE "A1" TO BY-LAW 208-2008 - PROPERTY TRANSACTIONS

#### I. Property Acquisition and Interest:

1. The Chief Administrative Officer is authorized to approve fee simple land acquisitions, acquisition of easements and consent to enter/temporary working easements up to and including a limit of \$100,000 (exclusive of any taxes, registration and legal fees, real estate commissions and survey costs), subject to the following:
  - a. Transactions over \$75,000 must be supported by an independent appraisal;
  - b. The transaction must be in accordance with either a council resolution or a council approved budget; or in the case of a donation, the acquisition must be in the best interests of the City and must be in compliance with the Donations Policy;
  - c. The land is not being acquired by means of expropriation;
  - d. The owner has acknowledged in writing that he/she/it is NOT:
    - i. A City employee, the Mayor or a Member of Council;
    - ii. A family member of a City employee, the Mayor or a Member of Council where family member includes a parent, spouse, child, sibling, grandparent, grandchild, step and common-law relationships and in-law relationships; or,
    - iii. A corporation or partnership of which an employee is a shareholder or partner.

#### II. Property Sale and Property Interest:

2. The Chief Administrative Officer may approve fee simple land sales (including vacant or improved properties and closed rights-of-way if not sold to an abutting property owner and is permitted under the applicable closing or conveying bylaw) or other conveyances of an interest in land up to and including \$100,000 (exclusive of any taxes, registration and legal fees, rehabilitation costs, real estate commission and survey costs), subject to the following conditions:
  - a. In the opinion of the City Solicitor, the fee simple sale of land is not contrary to Bylaw 52-2014 (Disposal of Land policy) as amended from time to time. Other conveyances of an interest in land up to and including \$100,000 (exclusive of any taxes, registration and legal fees, rehabilitation costs, real estate commission and survey costs) are not subject to By-Law 52-2014 (Disposal of Land policy);

#### III. General:

The Chief Administrative Officer may refer any matter arising under this Schedule "A1" to Council for its consideration.

Notwithstanding any delegated authority contained in this Schedule "A1", Council must approve any sale or acquisition where, in the opinion of the Chief Administrative Officer, there is a perceived or apparent conflict of interest.

BY-LAW NUMBER 53-2025

A BY-LAW TO ASSUME FOR SUBSEQUENT CLOSURE THE 4.57 METRE NORTH/SOUTH ALLEY NORTH OF LABELLE STREET, EAST OF LONGFELLOW AVENUE, SOUTH OF ALEXANDRA AVENUE AND WEST OF ALEXANDRA AVENUE, CITY OF WINDSOR

Passed the 14<sup>th</sup> day of April, 2025.

**WHEREAS** the 4.57 metre portion of the north/south alley north of Labelle Street, east of Longfellow Avenue, south of Alexandra Avenue and west of Alexandra Avenue, City of Windsor, more particularly described in Schedule "A" hereto annexed, is assumed for subsequent closure.

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

1. That the 4.57 metre portion of the north/south alley north of Labelle Street, east of Longfellow Avenue, south of Alexandra Avenue and west of Alexandra Avenue, City of Windsor, more particularly described in Schedule "A" hereto annexed and forming part of this by-law, be and the same is hereby assumed for subsequent closure.
2. That this by-law shall come into force and take effect on the day of the final passing thereof.

DREW DILKENS, MAYOR

CITY CLERK

First Reading – April 14, 2025  
Second Reading – April 14, 2025  
Third Reading – April 14, 2025

**SCHEDULE "A"**  
**TO BY-LAW 53-2025**

Alley Plan 1307, Sandwich West, designated as Parts 1 to 41, inclusive, Plan 12R30016; Windsor

Being all of PIN 01311-0956 (LT)

City of Windsor  
County of Essex

BY-LAW NUMBER 54-2025

A BY-LAW TO CLOSE, STOP UP AND CONVEY THE 4.57 METRE NORTH/SOUTH ALLEY NORTH OF LABELLE STREET, EAST OF LONGFELLOW AVENUE, SOUTH OF ALEXANDRA AVENUE AND WEST OF ALEXANDRA AVENUE, CITY OF WINDSOR

Passed the 14<sup>th</sup> day of April, 2025.

**WHEREAS** it is deemed expedient to close, stop up and convey the 4.57 metre portion of the north/south alley north of Labelle Street, east of Longfellow Avenue, south of Alexandra Avenue and west of Alexandra Avenue, City of Windsor, more particularly described in Schedule "A" attached hereto;

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

That the 4.57 metre portion of the north/south alley north of Labelle Street, east of Longfellow Avenue, south of Alexandra Avenue and west of Alexandra Avenue, City of Windsor, more particularly described in Schedule "A" attached hereto and forming part of this by-law, be and the same is hereby closed and stopped up.

1. That any required easements pursuant to Council Resolution CR371/2023, be registered prior to conveyance.
2. That the lands be conveyed to the abutting owners in **as is condition**, and that the conveyance cost be set as follows:
  - a) For alley conveyed to abutting lands zoned RD1.4, \$1.00 plus HST (if applicable), deed preparation fee and proportionate share of the survey costs as invoiced to The Corporation of the City of Windsor by an Ontario Land Surveyor.
3. That the Chief Administrative Officer and City Clerk be authorized and directed to execute on behalf of The Corporation of the City of Windsor and to seal with the seal thereof, any and all documents necessary to implement the foregoing; and that the transaction be completed electronically, for property where it is available, pursuant to By-law Number 366-2003, as amended from time to time.

4. This by-law shall come into force and take effect the day upon which it is registered in the Land Registry Office for the County of Essex (No. 12).

DREW DILKENS, MAYOR

CITY CLERK

First Reading – April 14, 2025  
Second Reading – April 14, 2025  
Third Reading – April 14, 2025



**SCHEDULE "A"**  
**TO BY-LAW 54-2025**

Alley Plan 1307, Sandwich West, designated as Parts 1 to 41, inclusive, Plan 12R30016; Windsor

Being all of PIN 01311-0956 (LT)

City of Windsor  
County of Essex

BY-LAW NUMBER 55-2025

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

Passed the 14<sup>th</sup> day of April, 2025.

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

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

1. By-law Number 8600 is further amended by changing the Zoning District Maps or parts thereof referred to in Section 1 of the by-law and made part thereof, so that the zoning district symbol of the lands described in Column 3 shall be changed from that shown in Column 5 to that shown in Column 6:

1. Item Number	2. Zoning District Map Part	3. Lands Affected	4. Official Plan Amendment Number	5. Zoning Symbol	6. New Zoning Symbol
1	9	PT LT 107 PL 1489, AS PT 1 ON PL 12R11254 EXCEPT PT 2 ON PL 12R23861 (PIN 01573-0748)  (Howard Avenue, Tuson Way and Howard Place; 0 Howard Avenue; Roll No: 080-060-01100)	--	CD1.1	RD3.3

2. That subsection 1 of Section 20, of said by-law, is amended by deleting paragraph 272 and replacing it with the following:

**272. HOWARD AVENUE, TUSON WAY AND HOWARD PLACE**

For the lands comprising Part of Lot 107, Registered Plan 1489, described as Part 1, Plan 12R11254 except Part 2, Plan 12R23861, and identified as PIN 01573-0748, for a *Multiple Dwelling*, the following additional provisions shall apply:

- a) *Lot Area* – minimum – 1,825.0 m<sup>2</sup>
- b) *Building Height – Main Building* – maximum – 10 m
- c) Notwithstanding Section 25.5.20.1.2, the minimum *parking area* separation from any *street* shall be 1.50 m.
- d) Notwithstanding Section 25.5.20.1.6, the minimum *parking area* separation from a *building wall* containing a *habitable room window* or containing both a main pedestrian entrance and a *habitable room window* facing the *parking area* where the *building* is located on the same *lot* as the *parking area* shall be 2.60 m.

[ZDM 9; ZNG/7237]

DREW DILKENS, MAYOR

CITY CLERK

First Reading – April 14, 2025  
Second Reading – April 14, 2025  
Third Reading – April 14, 2025

BY-LAW NUMBER 56-2025

A BY-LAW TO ADOPT AMENDMENT NO. 191  
TO THE OFFICIAL PLAN OF THE CITY OF  
WINDSOR

Passed the 14<sup>th</sup> day of April, 2025.

**WHEREAS** pursuant to the provisions of Section 17(1) of the *Planning Act*, R.S.O. 1990, c. P.13 as amended, the Minister of Municipal Affairs and Housing (Minister) is the approval authority in respect of the approval of a plan as an official plan.

**AND WHEREAS** Section 17(9) of the said *Planning Act* provides that the Minister may by order exempt a proposed official plan amendment from his approval under Section 17(1) of the said Act.

**AND WHEREAS** pursuant to the provisions of Ontario Regulation 525/97 most amendments to the official plan of the City of Windsor commenced after January 19, 1998 are exempt from the approval of the said Minister.

**THEREFORE** the Council of the Corporation of the City of Windsor in accordance with the provisions of the said *Planning Act* hereby enacts as follows:

1. That Amendment No. **191** to the Official Plan of the City of Windsor, attached hereto, is hereby adopted.

DREW DILKENS, MAYOR

CITY CLERK

First Reading – April 14, 2025  
Second Reading – April 14, 2025  
Third Reading – April 14, 2025

**AMENDMENT NO. 191**  
**TO THE**  
**OFFICIAL PLAN**  
**CITY OF WINDSOR**

Part D (Details of the Amendment) of the following text and attached map of the City of Windsor Official Plan constitute Amendment No. 191.

Also included, but not constituting part of the Amendment, are explanations of Purpose, Location, Background and Implementation of the Amendment, Appendix I (Results of Public Involvement)

**A. PURPOSE:**

The primary purpose of this recommended Official Plan Amendment is to permit a self-storage facility as a new development on a parcel of land that has no municipal sanitary sewer and water infrastructure available to service the proposed development.

**B. LOCATION:**

The amendment applies to the 0.678 acres of land described as Lot 205, Registered Plan 1153, [PIN 01562-0241 LT], located on the west side of North Service Road East, between Jefferson Boulevard and Clemenceau boulevard, and abutting the north limit of the property municipally known as 6010 North Service Road East.

**Ward: 8**

**Planning District: Forest Glade**

**ZDM: 11 & 15**

**C. BACKGROUND:**

The subject land is designated Business Park in the land use schedule of the Official Plan Vol. 1. The proposed self-storage facility is deemed a similar use to a warehouse which is a permitted ancillary use in the Business Park land use designation. A 2010 rezoning of a parcel designated Business Park and situated within the surrounding area, shows that self-storage facility has been allowed as a permitted use in the Business Park land use designation without an Official Plan Amendment.

This Official Plan Amendment is prompted by the Official Plan “New Development policy” that requires all new developments in the city to have full municipal infrastructure available, or agreements in place to provide such infrastructure, as a condition of approving a development proposal. [*New Development Policy, s.7.3.2.3, of OP Vol. 1*]. The proposed new development on the subject land does not have municipal sanitary sewer and water infrastructure available and no agreement in place to provide such infrastructure.

Consequently, the applicant requests a site-specific policy to permit the proposed self-storage facility on the subject land stating that the self-storage facility has no functional need for sanitary sewer and water service.

Typically, lack of full municipal infrastructure, with no plan or agreement in place to provide the full municipal infrastructure, would be sufficient grounds to recommend against a development proposal. However, due to the nature of what is being proposed, Administration supports the applicant’s request for a site-specific OPA to allow the proposed development to proceed without full municipal services, specifically, without municipal sanitary sewer and water infrastructure.

It has been noted that sanitary sewer and water service will not be required for the proposed use. It has also been clearly noted that any land use necessitating sanitary services and/or water supply will require the installation of municipal sanitary sewer and watermain at the frontage of the subject property.

The recommended amendment seeks to promote the use of common sense in addressing the applicant's request. The recommended amendment will permit a self-storage facility without municipal sanitary sewer and water infrastructure available to service the new development, provided the self-storage facility has no office space, washroom/toilet, and no space(s) requiring municipal sanitary sewer and/or water service.

**D. DETAILS OF THE AMENDMENT:**

- I. THAT the City of Windsor Official Plan, Volume II, Part 1 – Special Policy Areas, **BE AMENDED** by adding site specific policies as follows:

**1.X WEST SIDE OF NORTH SERVICE ROAD EAST, BETWEEN JEFFERSON BOULEVARD AND CLEMENCEAU BOULEVARD**

1.X.1 The property described as Lot 205, Registered Plan 1153, [PIN 01562-0241 LT] located on the west side of North Service Road East, between Jefferson Boulevard and Clemenceau boulevard, is designated on Schedule A: Planning Districts and Policy Areas in Volume I – The Primary Plan.

1.X.2 Notwithstanding the policy in section 7.3.2.3 of the Official Plan, Volume I, a new development for self-storage facility shall be permitted on the property described as Lot 205, Registered Plan 1153, [PIN 01562-0241 LT] without municipal sanitary sewer and water infrastructure available to service the subject land, provided the self-storage facility has no office space, washroom/toilet, and no space(s) requiring municipal sanitary sewer and/or water service.

**E. IMPLEMENTATION:**

- i. Amend Schedule D: Land Use, in Volume 1: The Primary Plan to add OPA #191.
- ii. Amend Schedule A: Planning Districts & Policy Areas, in Volume 1: The Primary Plan to add as Note: Special Policy Area - "**WEST SIDE OF NORTH SERVICE ROAD EAST, BETWEEN JEFFERSON BOULEVARD AND CLEMENCEAU BOULEVARD**"
- iii. This amendment shall be implemented through amendment to the Zoning By-law 8600 as recommended in Report Number S 5/2025 (Z-029/24 [ZNG/7233]).
- iv. Site Plan Control shall be an additional implementation tool for this Official Plan Amendment (OPA #191).

## APPENDIX I

The following are the results of public notification of the amendments and the outcome of public meetings. Comments relate to the Official Plan amendment and the associated rezoning.

A public meeting of the Development & Heritage Standing Committee (DHSC), the statutory meeting, was held on February 3, 2025. Below is an extract from the minutes of the DHSC meeting.

Following the February 3, 2025, DHSC meeting, another public meeting (Council meeting) was held on February 24, 2025, as noted below.

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### **DEVELOPMENT & HERITAGE STANDING COMMITTEE MEETING: Feb. 3, 2025** **Extract from the minutes of the DHSC meeting**

#### **7.2. Official Plan Amendment and Zoning By-law Amendment Applications for the property known as 0 North Service Road; Applicant: Dardevco Inc.; File Nos. OPA 191 [OPA/7261] and Z-029/24 [ZNG/7233]; Ward 8 (S 5/2025)**

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

Tracey Pillon-Abbs (agent), Pillon Abbs Inc., and Michael Primeau (applicant), Dardevco Inc., is available for questions.

Councillor Kieran McKenzie inquires about waiving the requirements to service the lot where typically the lot would be serviced for the development to proceed. Justina Nwaesei states that this is correct.

Councillor Kieran McKenzie inquires about any concerns with waiving the requirement due to the usage, and whether this would set a precedent. Ms. Nwaesei states that this development is unique and the situation concerning this development is something Administration can support. Ms. Nwaesei states that the distance to which the applicant would have to extend existing sanitary sewers to the subject land is unjustified when the sanitary sewer is not needed for this development. She also states that each application is reviewed individually prior to administration's support.

Councillor McKenzie inquires if there is any liability the City will assume by not requiring the full servicing to the lot. Aaron Farough states that the Legal Department has



reviewed the application and does not envision any issues with what is being permitted on the property.

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

Decision Number: DHSC 699

I. THAT the City of Windsor Official Plan, Volume II, Part 1 – Special Policy Areas, BE AMENDED by adding site specific policies as follows:

**1.X WEST SIDE OF NORTH SERVICE ROAD EAST, BETWEEN JEFFERSON BOULEVARD AND CLEMENCEAU BOULEVARD**

1.X.1 The property described as Lot 205, Registered Plan 1153, [PIN 01562-0241 LT] located on the west side of North Service Road East, between Jefferson Boulevard and Clemenceau boulevard, is designated on Schedule A: Planning Districts and Policy Areas in Volume I – The Primary Plan.

1.X.2 Notwithstanding the policy in section 7.3.2.3 of the Official Plan, Volume I, a new development for self-storage facility shall be permitted on the property described as Lot 205, Registered Plan 1153, [PIN 01562-0241 LT] without municipal sanitary sewer and water infrastructure available to service the subject land, provided the self-storage facility has no office space, washroom/toilet, and no space(s) requiring municipal sanitary sewer and/or water service.

II. THAT Zoning By-law 8600 BE AMENDED for the land located on the west side of North Service Road East, between Jefferson Boulevard and Clemenceau boulevard, described as Lot 205, Registered Plan 1153, [PIN 01562-0241 LT], by adding the following site-specific zoning provision to Section 20(1);

**“524. WEST SIDE OF NORTH SERVICE ROAD EAST, BETWEEN JEFFERSON BOULEVARD AND CLEMENCEAU BOULEVARD**

For the lands comprising Lot 205, Registered Plan 1153, [PIN 01562-0241 LT], a Self-storage facility shall be an additional permitted use, and the following provisions shall not apply:

- a) Section 5.2.10 – with respect to availability of municipal sanitary sewer and municipal water service, provided the self-storage facility has no office space, washroom/toilet, and no space(s) requiring municipal sanitary sewer and/or water service;
- b) Sections 5.67.1 & 5.67.3.
- c) Sections 24.26.5 & 24.40.20.3.

[ZDM 11 & 15; ZNG/7233]”

III. THAT the holding zone provisions SHALL APPLY to the subject land described as Lot 205, Registered Plan 1153, [PIN 01562-0241 LT], save and except the use of the subject land for a self-storage facility that does not require sanitary sewer and water service.

IV. THAT the H symbol may be removed when the applicable holding conditions in Section 95.10 of By-law 8600 have been satisfied.

V. THAT the Site Plan Approval Officer BE DIRECTED to consider the comments in Appendix C attached to this report, and incorporate the items in paragraph (a) below in the Site Plan Agreement, along with other relevant requirements identified in the Site Plan Control approval process for the proposed development on the subject land:

a) The Site Plan Control Agreement shall incorporate the following:

- SIDEWALKS – The Owner shall pay, prior to the issuance of a Building Permit, the sum of \$7,606.00 as contribution towards the future construction of a concrete sidewalk on the North Service Road East frontage of the subject land.

- STREET LIGHTING - The Owner shall pay, prior to the issuance of a Building Permit, a sum to be determined by traffic operations towards the future construction and installation of streetlighting including all poles, wiring, fixtures, and conduits with design, location and specifications satisfactory to the City Engineer and EnWin Utilities Ltd. Should the decorative poles be requested, the owner shall provide extra poles and/or funds in accordance with Council Resolution 743/2000.

Carried.

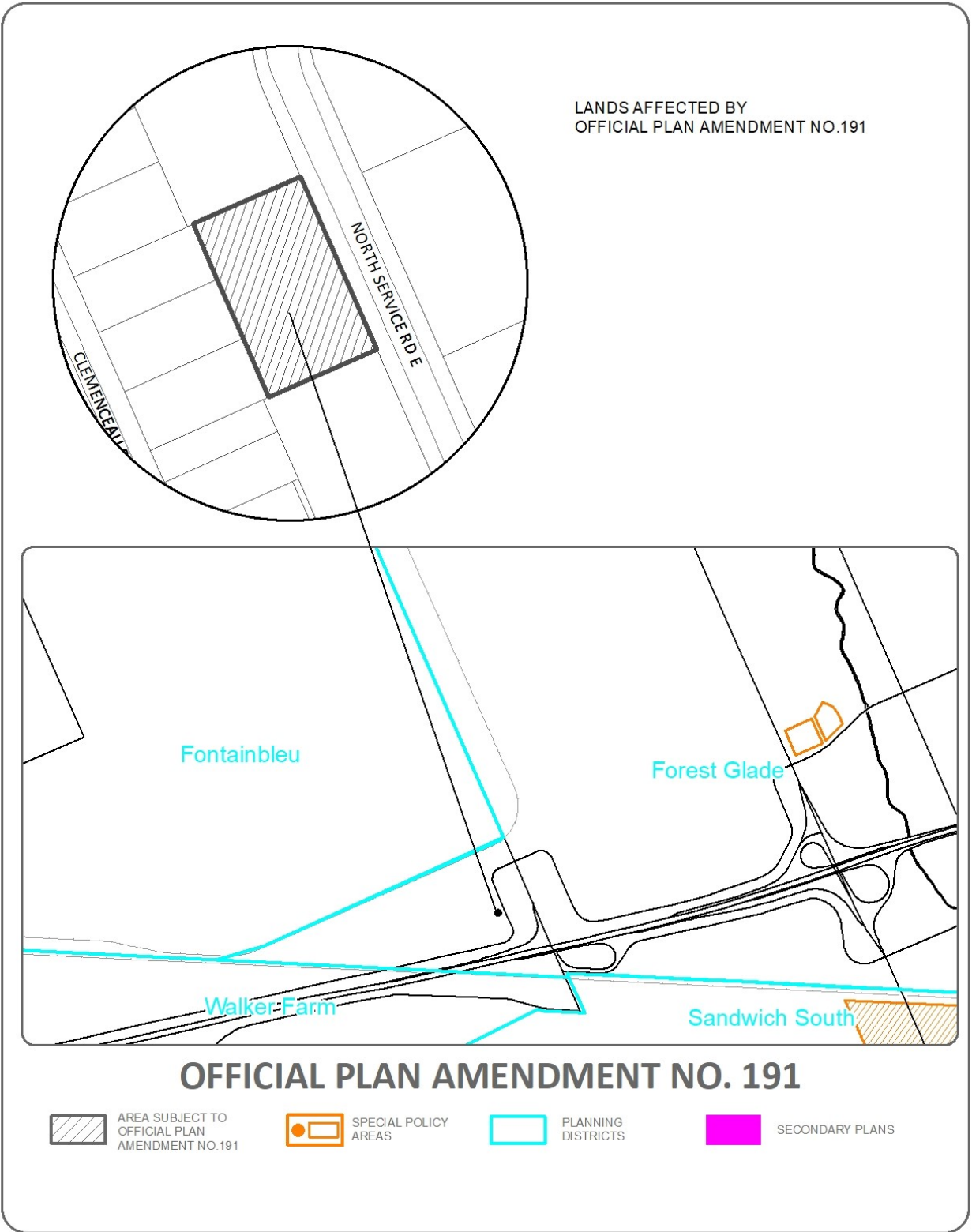
Report Number: S 5/2025

Clerk's File: Z/14913 & Z/14865

### **COUNCIL MEETING: February 24, 2025**

A meeting of City Council was held on February 24, 2025, at which time the Official Plan Amendment application (File # OPA 191; OPA/7261) was considered along with the accompanying Zoning By-law Amendment application (File No. Z-029/24; ZNG/7233). Council, by resolution CR99/2025, adopted the recommended OPA #191 and approved the recommended amendment to the zoning by-law.

# SCHEDULE A



BY-LAW NUMBER 57-2025

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

Passed the 14<sup>th</sup> day of April, 2025.

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

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

- 1. By-law Number 8600 is further amended by changing the Zoning District Maps or parts thereof referred to in Section 1, of the by-law and made part thereof, so that the zoning district symbol of the lands described in Column 3 shall be changed from that shown in Column 5 to that shown in Column 6:

1. Item Number	2. Zoning District Map Part	3. Lands Affected	4. Official Plan Amendment Number	5. Zoning Symbol	6. New Zoning Symbol
1	11 & 15	Lot 205, Registered Plan 1153, [PIN 01562-0241 LT] (located on the west side of North Service Road East, between Jefferson Blvd and Clemenceau Blvd)	191	MD1.4	HMD1.4

- 2. THAT the holding zone provisions **SHALL APPLY** to the subject land described as Lot 205, Registered Plan 1153, [PIN 01562-0241 LT], save and except the use of the subject land for a self-storage facility that does not require sanitary sewer and water service.

3. THAT subsection 1 of Section 20, of said by-law, is amended by adding the following paragraph:

**524. WEST SIDE OF NORTH SERVICE ROAD EAST, BETWEEN JEFFERSON BOULEVARD AND CLEMENCEAU BOULEVARD**

For the lands comprising Lot 205, Registered Plan 1153, [PIN 01562-0241 LT], a *Self-storage facility* shall be an additional permitted use, and the following provisions shall not apply:

- a) Section 5.2.10 – with respect to availability of municipal sanitary sewer and municipal water service, provided the *self-storage facility* has no office space, washroom/toilet, and no space(s) requiring municipal sanitary sewer and/or water service;
- b) Sections 5.67.1 & 5.67.3.
- c) Sections 24.26.5 & 24.40.20.3.

[ZDM 11 & 15; ZNG/7233]

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

1. Item Number	2. Zoning District Map Part	3. Lands Affected	4. Official Plan Amendment Number	5. Zoning Symbol
1	11 & 15	Lot 205, Registered Plan 1153, [PIN 01562-0241 LT] (located on the west side of North Service Road East, between Jefferson Blvd and Clemenceau Blvd)	191	S.20(1)524

DREW DILKENS, MAYOR

CITY CLERK

First Reading – April 14, 2025  
 Second Reading – April 14, 2025  
 Third Reading – April 14, 2025

BY-LAW NUMBER 58-2025

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

Passed the 14<sup>th</sup> day of April, 2025.

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

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

1. THAT Zoning By-law 8600 **BE AMENDED** by changing the zoning of PART LOTS 36 AND 37 PLAN 1094 RIVERSIDE DRIVE EAST, PART 1, 12R29488 and PART BLOCK B PLAN 1094 (PART ALLEY CLOSED BY R421154), PART 2, 12R29488 situated on the east side of Florence Avenue between Riverside Drive East and Wyandotte Street East, known municipally as 552 Florence Avenue, by adding a site-specific exception to Section 20(1) as follows:

**522. EAST SIDE OF FLORENCE AVENUE, NORTH OF WYANDOTTE STREET EAST**

For the lands comprising of PART LOTS 36 AND 37 PLAN 1094 RIVERSIDE DRIVE EAST, PART 1, 12R29488 and PART BLOCK B PLAN 1094 (PART ALLEY CLOSED BY R421154), PART 2, 12R29488; one *Semi-detached Dwelling* is an additional permitted *main use*.

[ZDM 14; ZNG/7248]

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	14	PART LOTS 36 AND 37 PLAN 1094 RIVERSIDE DRIVE EAST, PART 1, 12R29488 and PART BLOCK B PLAN 1094 (PART ALLEY CLOSED BY R421154), PART 2, 12R29488 (located on the east side of Florence Avenue between Riverside Drive East and Wyandotte Street East)	N/A	S.20(1)522

DREW DILKENS, MAYOR

CITY CLERK

First Reading – April 14, 2025  
 Second Reading – April 14, 2025  
 Third Reading – April 14, 2025

BY-LAW NUMBER 59-2025

A BY-LAW TO PROVIDE THAT PART-LOT CONTROL SHALL NOT APPLY TO CERTAIN LAND THAT IS WITHIN REGISTERED PLANS 1014 AND 989 IN THE CITY OF WINDSOR

Passed the 14<sup>th</sup> of April, 2025.

**WHEREAS** the *Planning Act, R.S.O. 1990, Chapter P.13*, as amended, provides that part-lot control shall apply where land is within a plan of subdivision registered before or after the coming into force of the Act.

**AND WHEREAS** subsection 7 of Section 50 of the said *Planning Act* provides that the council of a municipality may by by-law provide that part-lot control does not apply to land that is within such registered plan or plans of subdivision or parts thereof as is or are designated in the by-law and where the by-law is passed part-lot control as described in subsection 5 of Section 50, ceases to apply to such land.

**AND WHEREAS** it is deemed desirable that the provisions of the said subsection 5 of Section 50 of the *Planning Act* shall not apply to certain land that is within **REGISTERED PLANS 1014 and 989** in the City of Windsor.

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

1. That the provisions of subsection 5 of Section 50 of the *Planning Act, R.S.O. 1990, Chapter P.13*, do not apply to that part of the land that is within **REGISTERED PLANS 1014 and 989**, as described in Schedule "A" attached hereto and forming part of this by-law.
2. This by-law is repealed on April 14, 2028.
3. This by-law shall come into force and take effect after the final passing thereof.

DREW DILKENS, MAYOR

CITY CLERK

First Reading – April 14, 2025  
Second Reading – April 14, 2025  
Third Reading – April 14, 2025



SCHEDULE "A"  
TO BY-LAW 59-2025

LT 192 PL 1014 SANDWICH WEST; LT 193 PL 1014 SANDWICH WEST; LT 194 PL 1014 SANDWICH WEST; LT 195 PL 1014 SANDWICH WEST; LT 196 PL 1014 SANDWICH WEST; LT 197 PL 1014 SANDWICH WEST; LT 198 PL 1014 SANDWICH WEST; LT 199 PL 1014 SANDWICH WEST; WINDSOR

**PIN 01583-0370 (LT)**

**2510, 2518, 2526 and 2534 Northwood Street, Windsor**

PT ALLEY PL 989 SANDWICH WEST CLOSED BY R1484143 PT 74 12R17671; WINDSOR

**PIN 01583-1171 (LT)**

**Alley abutting 2510, 2518, 2526 and 2534 Northwood Street, Windsor**

LT 187 PL 1014 SANDWICH WEST; LT 188 PL 1014 SANDWICH WEST; LT 189 PL 1014 SANDWICH WEST; LT 190 PL 1014 SANDWICH WEST; LT 191 PL 1014 SANDWICH WEST; WINDSOR

**PIN 01583-0371 (LT)**

**2542, 2548 and 2554 Northwood Street, Windsor**

PT ALLEY PL 989 SANDWICH WEST CLOSED BY R1484143 PT 75 12R17671; WINDSOR

**PIN 01583-1172 (LT)**

**Alley abutting 2542, 2548 and 2554 Northwood Street, Windsor**

BY-LAW NUMBER 60-2025

A BY-LAW TO PROVIDE THAT PART-LOT CONTROL SHALL NOT APPLY TO CERTAIN LAND THAT IS WITHIN PLAN 12M-631 IN THE CITY OF WINDSOR

Passed the 14<sup>th</sup> day of April, 2025.

**WHEREAS** the *Planning Act, R.S.O. 1990, Chapter P.13*, as amended, provides that part-lot control shall apply where land is within a plan of subdivision registered before or after the coming into force of the Act.

**AND WHEREAS** subsection 7 of Section 50 of the said *Planning Act* provides that the council of a municipality may by by-law provide that part-lot control does not apply to land that is within such registered plan or plans of subdivision or parts thereof as is or are designated in the by-law and where the by-law is passed part-lot control as described in subsection 5 of Section 50, ceases to apply to such land.

**AND WHEREAS** it is deemed desirable that the provisions of the said subsection 5 of Section 50 of the *Planning Act* shall not apply to certain land that is within **PLAN 12M-631** in the City of Windsor.

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

1. That the provisions of subsection 5 of Section 50 of the *Planning Act, R.S.O. 1990, Chapter P.13*, do not apply to that part of the land that is within **PLAN 12M-631**, as described in Schedule "A" attached hereto and forming part of this by-law.
2. This by-law is repealed on April 14, 2028.
3. This by-law shall come into force and take effect after the final passing thereof.

DREW DILKENS, MAYOR

CITY CLERK

First Reading – April 14, 2025  
Second Reading – April 14, 2025  
Third Reading – April 14, 2025

SCHEDULE "A"  
TO BY-LAW 60-2025

PART BLOCK 8 PLAN 12M631 DESIGNATED AS PART 1, 12R27937 CITY  
OF WINDSOR  
**PIN 01561-5279 (LT)**  
**3542, 3546 Hallee Crescent, Windsor**

BY-LAW NUMBER 61-2025

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

Passed the 14<sup>th</sup> day of April, 2025.

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

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

I. THAT Zoning By-law 8600 **BE AMENDED** by adding the following clause to Section 20(1):

**518. EAST SIDE OF CALIFORNIA AVENUE, SOUTH OF DAVIS ST AND NORTH OF GIRARDOT ST**

For the lands comprising of PLAN 50 BLOCK D LOTS 53 & 54 PT LOT 55 (PIN 01220-0251) for a *townhome dwelling*, the following additional provisions shall apply:

- |   |                 |
|---|-----------------|
| a) <i>Lot Width</i> – minimum             | 19.8 m          |
| b) <i>Lot Coverage</i> – maximum          | 54% of lot area |
| c) <i>Front Yard Depth</i> – minimum      | 5.4 m           |
| d) <i>Rear Yard Depth</i> – minimum       | 6.31 m          |
| e) Section 5.99.80.1.1.b) shall not apply |                 |
- [ZDM 4; ZNG/7236]

II. THAT Zoning By-law 8600 **BE FURTHER AMENDED** by changing the zoning of PLAN 50 BLOCK D LOTS 53 & 54 PT LOT 55 (PIN 01220-0251), situated on the east side of California Avenue between Davis Street and Girardot Street, and known municipally as 1066 California Avenue (Roll No. 050-37-03500), from Residential District 1.3 (RD1.3) to Residential District 2.2 (RD2.2) and S.20(1) 518.

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

1. Item Number	2. Zoning District Map Part	3. Lands Affected	4. Zoning Symbol	5. New Zoning Symbol
1	4	Plan 50 Lots 53 & 54 Pt Lot;55 Blk D and PIN 01220- 0251 (Located East Side of California Avenue, South of Davis St And North of Girardot St)	RD1.3	RD2.2 S.20(1) 518

DREW DILKENS, MAYOR

CITY CLERK

First Reading – April 14, 2025  
 Second Reading – April 14, 2025  
 Third Reading – April 14, 2025

BY-LAW NUMBER 62-2025

A BY-LAW TO FURTHER AMEND BY-LAW 131-2011 BEING A BY-LAW RESPECTING THE LICENSING, REGULATING AND INSPECTING OF BODY-RUB PARLOURS AND THOSE ENGAGED IN THE BUSINESS OF PROVIDING BODY-RUBS IN BODY-RUB PARLOURS

Passed the 14<sup>th</sup> day of April, 2025.

**WHEREAS** it is deemed expedient to amend By-law 131-2011 passed the 11<sup>th</sup> day of July, 2011;

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

1. That "Schedule 1" of By-law Number 131-2011 be deleted and the attached "Schedule 1" be substituted therefore.
2. This by-law shall come into force and take effect on the day of the final passing thereof.

DREW DILKENS, MAYOR

CITY CLERK

First Reading – April 14, 2025  
Second Reading – April 14, 2025  
Third Reading – April 14, 2025

# BODY RUB PARLOUR

## SCHEDULE 1

<b>Owner/Operator</b>	<b>New</b>	<b>Renewal</b>
<b>Fee</b>	\$851.00	\$239.00
<b>Photo I.D. Card, plus applicable tax(es)</b>	\$16.95	\$16.95
<b>Replacement Card</b>	\$25.00	\$25.00

<b>Attendant</b>	<b>New</b>	<b>Renewal</b>
<b>Fee</b>	\$239.00	\$239.00
<b>Photo I.D. Card, plus applicable tax(es)</b>	\$16.95	\$16.95
<b>Replacement Card</b>	\$25.00	\$25.00

BY-LAW NUMBER 63-2025

A BY-LAW TO FURTHER AMEND BY-LAW 395-2004 BEING A BY-LAW  
RESPECTING THE LICENSING AND REGULATION OF VARIOUS  
BUSINESSES IN THE CITY OF WINDSOR

Passed the 14<sup>th</sup> day of April, 2025.

**WHEREAS** it is deemed expedient to amend By-law 395-2004 passed the  
13<sup>th</sup> day of December, 2004;

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

1. That "Schedule 1" of By-law Number 395-2004 be deleted and the attached  
"Schedule 1" be substituted therefore.
2. This by-law shall come into force and take effect on the day of the final  
passing thereof.

DREW DILKENS, MAYOR

CITY CLERK

First Reading – April 14, 2025  
Second Reading – April 14, 2025  
Third Reading – April 14, 2025





# THE CORPORATION OF THE CITY OF WINDSOR

## LICENSING & ENFORCEMENT DEPARTMENT

### 2025 BUSINESS LICENCE FEES

<b>Initial Licence</b>	<i>Administration</i>	<i>Zoning Inspection &amp; Report</i>	<i>Building Inspection &amp; Report</i>	<i>Fire Inspection &amp; Report</i>	<i>Pollution Control Inspection &amp; Report</i>	<i>Enforcement</i>	<i>Office Expense Overhead</i>	<i>Corporate Support Overhead</i>	<b>TOTAL FEE</b>
ADULT ENTERTAINMENT PARLOURS - Owner	\$168.70	\$82.00		\$360.00		\$24.41	\$23.62	\$21.90	<b>681</b>
ADULT ENTERTAINMENT PARLOURS - Operator	\$168.70					\$24.41	\$23.62	\$21.90	<b>239</b>
AUCTIONEER - Annual	\$168.70					\$24.41	\$23.62	\$21.90	<b>239</b>
AUCTIONEER - Per Event	\$168.70	\$82.00				\$24.41	\$23.62	\$21.90	<b>321</b>
AUTO SERVICE STATIONS - Car Wash	\$168.70	\$82.00			\$60.41	\$24.41	\$23.62	\$21.90	<b>381</b>
AUTO SERVICE STATIONS - Gasoline	\$168.70	\$82.00				\$24.41	\$23.62	\$21.90	<b>321</b>
AUTO SERVICE STATIONS - Repair, Paint	\$168.70	\$82.00			\$60.41	\$24.41	\$23.62	\$21.90	<b>381</b>
AUTO SERVICE STATIONS - Storage/Sales	\$168.70	\$82.00				\$24.41	\$23.62	\$21.90	<b>321</b>
AUTO SERVICE STATIONS - Vehicle used	\$168.70	\$82.00				\$24.41	\$23.62	\$21.90	<b>321</b>
BED & BREAKFAST	\$168.70	\$82.00	\$110.00	\$360.00		\$24.41	\$23.62	\$21.90	<b>791</b>
BILL DISTRIBUTOR	\$168.70					\$24.41	\$23.62	\$21.90	<b>239</b>
BODY MODIFICATION	\$168.70	\$82.00		\$175.00		\$24.41	\$23.62	\$21.90	<b>496</b>
CARNIVAL OR CIRCUS	\$168.70					\$24.41	\$23.62	\$21.90	<b>239</b>
DONATION BIN	\$168.70	\$41.00				\$24.41	\$23.62	\$43.76	<b>301</b>
DONATION BIN-PER BOX	\$168.70	\$41.00				\$24.41	\$23.62	\$43.76	<b>301</b>
DONATION BIN BUSINESS (NOT FOR PROFIT)	\$84.35	\$20.50				\$12.20	\$11.81	\$21.88	<b>151</b>
DONATION BIN-PER BOX (NOT FOR PROFIT)	\$84.35	\$20.50				\$12.20	\$11.81	\$21.88	<b>151</b>
ENTERTAINMENT	\$168.70	\$82.00		\$360.00	\$60.41	\$24.41	\$23.62	\$21.90	<b>741</b>
ESCORTS	\$168.70					\$24.41	\$23.62	\$21.90	<b>239</b>
FOOD STORE	\$168.70	\$82.00			\$60.41	\$24.41	\$23.62	\$21.90	<b>381</b>
HAWKERS & PEDLARS (Class 1 & 2)	\$168.70	\$82.00				\$24.41	\$23.62	\$21.90	<b>321</b>
HAWKERS & PEDLARS (Class 3, 4 & 5)	\$168.70					\$24.41	\$23.62	\$21.90	<b>239</b>
HEATING WORK - Contractor	\$168.70	\$82.00				\$24.41	\$23.62	\$21.90	<b>321</b>
HEATING WORK - Master	\$168.70					\$24.41	\$23.62	\$21.90	<b>239</b>
HOLISTIC CENTRES	\$168.70	\$82.00				\$24.41	\$23.62	\$21.90	<b>321</b>
HOLISTIC PRACTITIONER	\$168.70					\$24.41	\$23.62	\$21.90	<b>239</b>
HOSPITALITY - Food	\$168.70	\$82.00		\$175.00	\$60.41	\$24.41	\$23.62	\$21.90	<b>556</b>

HOSPITALITY - Food/Liquor	\$168.70	\$82.00		\$360.00	\$60.41	\$24.41	\$23.62	\$21.90	741
HOSPITALITY - Liquor/Food	\$168.70	\$82.00		\$360.00	\$60.41	\$24.41	\$23.62	\$21.90	741
HOSPITALITY - Lunch Counters	\$168.70	\$82.00		\$175.00	\$60.41	\$24.41	\$23.62	\$21.90	556
LODGING HOUSE	\$168.70	\$82.00	\$110.00	\$360.00		\$24.41	\$23.62	\$21.90	791
MOBILE FOOD VENDOR - Class 1	\$168.70					\$24.41	\$23.62	\$21.90	239
MOBILE FOOD VENDOR - Class 2	\$168.70					\$24.41	\$23.62	\$21.90	239
MOBILE FOOD VENDOR - Class 3	\$168.70					\$24.41	\$23.62	\$21.90	239
MOBILE FOOD VENDOR - Class 3	\$168.70			\$175.00		\$24.41	\$23.62	\$21.90	414
MOBILE SIGN LESSOR	\$168.70	\$82.00				\$24.41	\$23.62	\$21.90	321
OLD GOLD DEALER	\$168.70	\$82.00				\$24.41	\$23.62	\$21.90	321
PERSONAL SERVICE	\$168.70					\$24.41	\$23.62	\$21.90	239
PET SHOPS	\$168.70	\$82.00				\$24.41	\$23.62	\$21.90	321
PLUMBING WORK - Contractor	\$168.70	\$82.00				\$24.41	\$23.62	\$21.90	321
PLUMBING WORK - Master	\$168.70					\$24.41	\$23.62	\$21.90	239
PUBLIC HALL	\$168.70	\$82.00	\$110.00	\$360.00		\$24.41	\$23.62	\$21.90	791
PUBLIC PARKING LOT	\$168.70	\$82.00				\$24.41	\$23.62	\$21.90	321
RETAIL/RESALE/PAWNBROKERS	\$168.70	\$82.00				\$24.41	\$23.62	\$21.90	321
SALVAGE YARDS	\$168.70	\$82.00			\$60.41	\$24.41	\$23.62	\$21.90	381
SPECIAL SALES	\$168.70					\$24.41	\$23.62	\$21.90	239
TOBACCONIST	\$168.70	\$82.00				\$24.41	\$23.62	\$21.90	321
<b>AVERAGE</b>									<b>374</b>



**THE CORPORATION OF THE CITY OF WINDSOR  
LICENSING & ENFORCEMENT DEPARTMENT  
2025 BUSINESS LICENCE RENEWAL FEES**

<b>Licence Renewal</b>	<i>Administration</i>	<i>Zoning Inspection &amp; Report</i>	<i>Building Inspection &amp; Report</i>	<i>Fire Inspection &amp; Report</i>	<i>Pollution Control Inspection &amp; Report</i>	<i>Enforcement</i>	<i>Office Expense Overhead</i>	<i>Corporate Support Overhead</i>	<b>TOTAL FEE</b>
Adult Entertainment Owner	\$168.70			\$360.00		\$24.41	\$23.62	\$21.90	<b>\$599</b>
Adult Entertainment Operator	\$168.70					\$24.41	\$23.62	\$21.90	<b>\$239</b>
AUTO SERVICE STATIONS - Car Wash	\$168.70				\$60.41	\$24.41	\$23.62	\$21.90	<b>\$299</b>
AUTO SERVICE STATIONS - Gasoline and/or Oil for Sale	\$168.70				\$60.41	\$24.41	\$23.62	\$21.90	<b>\$299</b>
AUTO SERVICE STATIONS - Repair, Paint or Upholstery	\$168.70				\$60.41	\$24.41	\$23.62	\$21.90	<b>\$299</b>
AUTO SERVICE STATIONS - Storage/Sales	\$168.70				\$60.41	\$24.41	\$23.62	\$21.90	<b>\$299</b>
AUTO SERVICE STATIONS - Vehicle used for hire	\$168.70				\$60.41	\$24.41	\$23.62	\$21.90	<b>\$299</b>
Bed & Breakfast / Guest House	\$168.70					\$24.41	\$23.62	\$21.90	<b>\$239</b>
BILL DISTRIBUTOR	\$168.70					\$24.41	\$23.62	\$21.90	<b>\$239</b>
BODY MODIFICATION	\$168.70					\$24.41	\$23.62	\$21.90	<b>\$239</b>
CARNIVAL OR CIRCUS	\$168.70					\$24.41	\$23.62	\$21.90	<b>\$239</b>
DONATION BIN BUSINESS	\$168.70					\$24.41	\$23.62	\$43.76	<b>\$260</b>
DONATION BIN-PER BOX	\$168.70					\$24.41	\$23.62	\$43.76	<b>\$260</b>
DONATION BIN BUSINESS (NOT FOR PROFIT)	\$84.35					\$12.20	\$11.81	\$21.88	<b>\$130</b>
DONATION BIN-PER BOX (NOT FOR PROFIT)	\$84.35					\$12.20	\$11.81	\$21.88	<b>\$130</b>
ENTERTAINMENT LOUNGE	\$168.70			\$360.00		\$24.41	\$23.62	\$21.90	<b>\$599</b>
ESCORTS	\$168.70					\$24.41	\$23.62	\$21.90	<b>\$239</b>
FOOD STORE	\$168.70					\$24.41	\$23.62	\$21.90	<b>\$239</b>
HAWKERS & PEDLARS (Class 1 & 2)	\$168.70					\$24.41	\$23.62	\$21.90	<b>\$239</b>
HAWKERS & PEDLARS (Class 3, 4 & 5)	\$168.70					\$24.41	\$23.62	\$21.90	<b>\$239</b>
HEATING WORK - Contractor	\$168.70					\$24.41	\$23.62	\$21.90	<b>\$239</b>
HEATING WORK - Master	\$168.70					\$24.41	\$23.62	\$21.90	<b>\$239</b>
HOLISTIC CENTRES	\$168.70					\$24.41	\$23.62	\$21.90	<b>\$239</b>
HOLISTIC PRACTITIONER	\$168.70					\$24.41	\$23.62	\$21.90	<b>\$239</b>
HOSPITALITY - Food	\$168.70			\$175.00		\$24.41	\$23.62	\$21.90	<b>\$414</b>
HOSPITALITY - Food/Liquor	\$168.70			\$360.00		\$24.41	\$23.62	\$21.90	<b>\$599</b>
HOSPITALITY - Liquor/Food	\$168.70			\$360.00		\$24.41	\$23.62	\$21.90	<b>\$599</b>
HOSPITALITY - Lunch Counters	\$168.70			\$175.00		\$24.41	\$23.62	\$21.90	<b>\$414</b>
LODGING HOUSE	\$168.70		\$110.00	\$360.00		\$24.41	\$23.62	\$21.90	<b>\$709</b>

MOBILE FOOD VENDOR - Class 1	\$168.70					\$24.41	\$23.62	\$21.90	<b>\$239</b>
MOBILE FOOD VENDOR - Class 2	\$168.70					\$24.41	\$23.62	\$21.90	<b>\$239</b>
MOBILE FOOD VENDOR - Class 3	\$168.70					\$24.41	\$23.62	\$21.90	<b>\$239</b>
MOBILE FOOD VENDOR - Class 3 (On-Board Kitchen)	\$168.70			\$175.00		\$24.41	\$23.62	\$21.90	<b>\$414</b>
MOBILE SIGN LESSOR	\$168.70					\$24.41	\$23.62	\$21.90	<b>\$239</b>
OLD GOLD DEALER	\$168.70					\$24.41	\$23.62	\$21.90	<b>\$239</b>
PERSONAL SERVICE	\$168.70					\$24.41	\$23.62	\$21.90	<b>\$239</b>
PET SHOPS	\$168.70					\$24.41	\$23.62	\$21.90	<b>\$239</b>
PLUMBING WORK - Contractor	\$168.70					\$24.41	\$23.62	\$21.90	<b>\$239</b>
PLUMBING WORK - Master	\$168.70					\$24.41	\$23.62	\$21.90	<b>\$239</b>
PUBLIC HALL	\$168.70		\$110.00	\$360.00		\$24.41	\$23.62	\$21.90	<b>\$709</b>
PUBLIC PARKING LOT	\$168.70					\$24.41	\$23.62	\$21.90	<b>\$239</b>
RETAIL/RESALE/PAWNBROKERS	\$168.70					\$24.41	\$23.62	\$21.90	<b>\$239</b>
SALVAGE YARDS	\$168.70				\$60.41	\$24.41	\$23.62	\$21.90	<b>\$299</b>
SPECIAL SALES	\$168.70					\$24.41	\$23.62	\$21.90	<b>\$239</b>
TOBACCONIST	\$168.70					\$24.41	\$23.62	\$21.90	<b>\$239</b>
<b>AVERAGE</b>									<b>\$307</b>

## BY-LAW NUMBER 64-2025

A BY-LAW TO AMEND DESIGNATION BY-LAW NUMBER 281-2003, BEING A BY-LAW TO DESIGNATE THE LANDS AND PREMISES SITUATE WITHIN THE CITY OF WINDSOR, KNOWN AS ROSELAND GOLF COURSE, 455 KENNEDY DRIVE WEST, TO BE OF ARCHITECTURAL AND/OR HISTORIC VALUE OR INTEREST UNDER THE PROVISIONS OF THE ONTARIO HERITAGE ACT, R.S.O. 1990, CHAPTER O.18, AS AMENDED

Passed the 14<sup>th</sup> day of April, 2025.

**WHEREAS** Designation By-law Number 281-2003, being a by-law to designate the lands and premises situate within the City of Windsor, known as Roseland Golf Course, 455 Kennedy Drive West, to be of architectural and/or historic value or interest under the provisions of the *Ontario Heritage Act*, R.S.O. 1990, Chapter O.18, as amended (the “**Act**”), was passed by the Council of The Corporation of the City of Windsor on August 25, 2003 and registered on title as Instrument Number CE27640 on August 28, 2003 (the “**By-law**”).

**AND WHEREAS** City Council approved by Council Resolution CR67/2025 on February 10, 2025 an amendment to the By-law to: a) correct the legal description by deleting the lands which do not have cultural heritage value or interest as set out in the Act and *Ontario Regulation 9/06* under the Act; and b) update the reasons for designation to ensure that the By-law satisfies the requirements of the Act.

**AND WHEREAS** no Notice of Objection in accordance with section 30.1(6) of the Act has been served by the owner of the property on the Clerk of the Municipality within thirty (30) days after the date on which the owner(s) of the said subject lands received notice of the proposed amendment.

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

1. That the By-law be amended as follows:
  - a. by deleting Section 1 in its entirety and replacing it with the following:
    1. That the land described as Block “E” Registered Plan 1241; Part of Lot 140, Registered Plan 1748 as in R817290; save and except Part 2, Plan 12R25181; save and except Parts 1 and 2, Plan 12R-30034; City of Windsor, being the Roseland Golf Course, be and the same is hereby designated to be of cultural heritage value or interest under the provisions of the *Ontario Heritage Act*, R.S.O. 1990, Chapter O.18, as amended.
  - b. by deleting Schedule “A” in its entirety and replacing it with the amended schedule attached hereto as Schedule “A”.

2. This by-law shall come into force and take effect on the day following the last day after the 30 days notice provided under s. 30.1(9)(1)(ii) of the Act.

This by-law shall come into force and take effect on the day of the final passing thereof.

DREW DILKENS, MAYOR

CITY CLERK

First Reading – April 14, 2025  
Second Reading – April 14, 2025  
Third Reading – April 14, 2025

## SCHEDULE "A"

### **STATEMENT OF CULTURAL HERITAGE VALUE AND INTEREST Roseland Golf Course 455 Kennedy Drive West**

#### **Description of Historic Place:**

The Roseland Golf Course is an 18-hole golf course located in the Roseland/South Windsor neighbourhood. It is located at 455 Kennedy Drive West and is circled by Kennedy Drive West, Kennedy Drive East, Roseland Drive West, Roseland Drive South, and Roseland Drive East. Roseland Golf Course was designed in 1926 by Donald J. Ross and constructed in 1927. It features 18 holes and greens that predominately slope from back-to-front, with multiple tiers, diagonal swales, and centre ridges.

#### **Design/Physical Value:**

The Roseland Golf Course is an 18-hole golf course that was designed by Donald J. Ross in 1926. The greens predominately slope from back-to-front as is representative of Ross' golf course designs. The golf course features multiple tiers, diagonal swales, and centre ridges. The property contains numerous large mature shade trees and has remained a golf course since its opening. There are limited hardscape features on the property. The main entrance to the Roseland Golf Course is at the intersection of McGregor Boulevard and Kennedy Drive West/East.

The basic Ross design remains at Roseland and is exceptionally well-preserved. All 18 holes are in the same spot, starting and finishing in the same place as originally designed, with greens in their original position. The Roseland Golf Course is a rare example of a Donald J. Ross' designed golf course in Canada. Of the legacy of approximately 413 golf courses that he designed and/or remodelled, only about 15 are located in Canada with two being located in Essex County: Roseland (built in 1927) and Essex Golf and Country Club (built in 1929).

#### **Historical/Associative Value:**

The subject property is directly associated with Henry James "Harry" Neal (1883-1961), who developed the golf course. Harry Neal was a locally significant entrepreneur, businessman, and avid sportsman. An accountant by training, Harry Neal headed his family's Neal Baking Company Limited as President from 1915. He expanded the company's operations across Southwestern Ontario before selling the business to a national conglomerate in 1925. With his financial security and business experience, he became a prominent and influential member of society. Harry Neal was instrumental in establishing, and was the first President of, the Windsor Rotary Club. He served for many years on the Windsor Board of Education, as both member and president.

In the late 1920s, Harry Neal embarked on the development of the Roseland Park subdivision in the south end of Windsor. He had planned for the stately residential neighbourhood to be centred on an 18-hole championship golf course. Harry Neal brought Donald J. Ross to Windsor to lay out the Roseland Park golf course in 1926.

The design of the Roseland Golf Course is attributed to the internationally recognized golf architect Donald J. Ross. There exists original Ross sketches of all 18 greens along with a written course description and an overhead rendering of Ross' plan for Roseland prepared in 1926 by W. Irving Johnson, chief draftsman of Donald J. Ross Associates. At the time, Donald J. Ross was the most widely sought-after golf architect in the world, and well renowned and respected for his golf course designs. He formed Donald J. Ross Associates in 1916, and by the 1920s he had gained nation-wide recognition for his designs. Donald J. Ross golf courses were uniformly recognized for their outstanding strategic merits, distinctive creativity, and natural beauty. They remained interesting, challenging, and enjoyable for players of all levels. Throughout his career, Ross was credited with the design of over 400 golf courses including the highly-ranked Seminole Golf Club (Juno Beach, FL) and world-celebrated Pinehurst No. 2 (Pinehurst, NC). Ross helped to found the American Society of Golf Course Architects in 1946 and served as its first President before his passing in 1948.

The Roseland Golf Course was first known as the Roseland Park Country Club, and it is directly associated with golf tournament events. In 1928, Harry Neal helped establish the Essex-Kent Boys Golf Tournament at Roseland Park Country Club. The tournament, which has now been renamed to the Essex-Kent Junior Golf Tournament, is an annual event that has been continuously held at the Roseland Golf Course since its creation. The Essex-Kent Junior Golf Tournament event is widely considered to be Canada's longest continually running junior golf tournament.

The course was purchased by the City of Windsor in 1973 and is currently run by an appointed board of directors.

### **Contextual Value:**

The Roseland Golf Course is a designed cultural heritage landscape that is well-recognized in the local community as a longstanding recreational gathering space and the site of notable events and tournaments. The Roseland Golf Course has landmark status as the centrepiece of the Roseland Park residential subdivision developed by Harry Neal in the late 1920s. In its large landscaped public open space setting, it reflects the prestige of Harry Neal's planned stately neighbourhood. The main entrance to the golf course is strategically located at the terminus of McGregor Boulevard, visible from the major intersection of Cabana Road and Dougall Avenue. The design of the golf course and its unique organic parcel shape influenced the curvilinear design of the surrounding residential streets, namely Kennedy Drive West, Kennedy Drive East, Roseland Drive West, Roseland Drive South, and Roseland Drive East.



## **Heritage Attributes:**

### **Attributes that contribute to the design/physical value of Roseland Golf Course:**

- Designed in 1926 by Donald J. Ross and built in 1927, featuring:
  - 18-hole course in their original positions as designed in 1926.
  - Greens predominately slope from back-to-front representatively in Donald J. Ross style, and feature multiple tiers, diagonal swales, and centre ridges.
  - Large mature shade trees and limited hardscape features.
- Rare example of a Donald J. Ross-designed golf course, being one of only approximately 15 courses that he designed and/or remodeled in Canada.
- Exceptionally well-preserved Donald J. Ross design, with all 18 holes located in the same spot, starting and finishing in the same place as originally designed, with greens in their original positions.

### **Attributes that contribute to the historical/associative value of Roseland Golf Course:**

- Association with locally significant entrepreneur, businessman, and avid sportsman Henry James “Harry” Neal (1883-1961), who developed the golf course. Harry Neal brought Donald Ross to Windsor to lay out the Roseland Park golf course in 1926.
- Harry Neal was a notable member of the local community. He was instrumental in establishing, and was the first President of, the Windsor Rotary Club. He served for many years on the Windsor Board of Education, as both member and president. Harry Neal helped establish the Essex-Kent Boys Golf Tournament at Roseland Park Country Club in 1928.
- Association with the annual Essex-Kent Junior Golf Tournament event, widely considered to be Canada’s longest continually running junior golf tournament, which has been continuously held at the Roseland Golf Course.
- Association with Donald J. Ross, golf’s most renowned and respected architect. He formed Donald J. Ross Associates in 1916, and by the 1920s he had gained nation-wide recognition for his designs.

### **Attributes that contribute to the contextual value of Roseland Golf Course:**

- Cultural heritage landscape that functions as a community recreational gathering space and the site of notable events and tournaments.
- Situated as the centrepiece of the Roseland Park subdivision, the stately residential neighbourhood developed by Harry Neal.
- Organic parcel shape influenced the layout and design of the surrounding residential streets and wide residential lots.
- Longstanding landmark in the Roseland-South Windsor neighbourhood, with direct views down McGregor Boulevard from the intersection of Cabana Road and Dougall Avenue.

BY-LAW NUMBER 65-2025

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

Passed the 14<sup>th</sup> day of April, 2025.

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

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

1. That subsection 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, east of the 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. Zoning Symbol	5. New Zoning Symbol
1	7	Block D, Plan 1119 and PIN No. 01323-0299 LT (located on the northwest corner of Vimy Avenue and Wellesley Avenue)	ID1.1 S.20(1)257	RD2.3 S.20(1)520

DREW DILKENS, MAYOR

CITY CLERK

First Reading – April 14, 2025  
 Second Reading – April 14, 2025  
 Third Reading – April 14, 2025

BY-LAW NUMBER 66-2025

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

Passed the 14<sup>th</sup> day of April, 2025.

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

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

1. That subsection 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 Subsections 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 m<sup>2</sup>
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 4.
7. Notwithstanding Table 24.30.1, the minimum required number of bicycle parking spaces shall be 10; and
8. In addition to the provisions of Section 24.30.20:
  - a) Bicycle parking spaces shall be located within a secure area within the Multiple Dwelling, an Accessory Building, and/or fully enclosed Structure having a minimum height of 2.20 metres from the ground adjacent to the bicycle parking spaces;
  - b) Bicycle parking spaces shall meet the definition of Long-term bicycle parking space as defined under the Bicycle Parking Standards and Guidelines of the City's Bicycle Parking Policy, approved by Council Resolution CR363/2024 on September 9, 2024; and

- c) Each bicycle parking space shall be equipped with an electrical outlet with a receptacle sufficient for charging a power-assisted- bicycle as defined under Section 1(1) of the Highway Traffic Act, R.S.O. 1990, c. H.8.

[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. Zoning Symbol	5. New Zoning Symbol
1	3	Lot 73, Plan 274 PIN 01195-0501 LT (located on east side of Janette Avenue between Park Street West and Wyandotte Street West)	RD2.2	RD2.2 S.20(1)521

DREW DILKENS, MAYOR

CITY CLERK

First Reading – April 14, 2025  
 Second Reading – April 14, 2025  
 Third Reading – April 14, 2025

BY-LAW NUMBER 67-2025

A BY-LAW TO ASSUME FOR SUBSEQUENT CLOSURE THE 20.12 METRE PORTION OF THE PALL MALL STREET RIGHT-OF-WAY NEXT EAST OF VIRGINIA PARK AVENUE, CITY OF WINDSOR

Passed the 14<sup>th</sup> day of April, 2025.

**WHEREAS** the 20.12 metre portion of the Pall Mall Street right-of-way next east of Virginia Park Avenue, City of Windsor, more particularly described in Schedule "A" hereto annexed, is assumed for subsequent closure;

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

1. That the 20.12 metre portion of the Pall Mall Street right-of-way next east of Virginia Park Avenue, City of Windsor, more particularly described in Schedule "A" hereto annexed and forming part of this by-law, be and the same is hereby assumed for subsequent closure.
2. That this by-law shall come into force and take effect on the day of the final passing thereof.

DREW DILKENS, MAYOR

CITY CLERK

First Reading – April 14, 2025  
Second Reading – April 14, 2025  
Third Reading – April 14, 2025

**SCHEDULE "A"**  
**TO BY-LAW 67-2025**

Part Pall Mall Street, Plan 1289, Sandwich West, between Virginia Park and East  
Limit of 12R18955, designated as Parts 1 to 4, inclusive, Plan 12R-30031;  
Windsor

Being part of PIN 01312-1535 (LT)

City of Windsor  
County of Essex

BY-LAW NUMBER 68-2025

A BY-LAW TO CLOSE, STOP UP AND CONVEY THE 20.12 METRE PORTION  
OF THE PALL MALL STREET RIGHT-OF-WAY NEXT EAST OF VIRGINIA  
PARK AVENUE, CITY OF WINDSOR

Passed the 14<sup>th</sup> day of April, 2025.

**WHEREAS** it is deemed expedient to close, stop up and convey the 20.12 metre portion of the Pall Mall Street right-of-way next east of Virginia Park Avenue, City of Windsor, more particularly described in Schedule "A" attached hereto;

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

1. That the 20.12 metre portion of the Pall Mall Street right-of-way next east of Virginia Park Avenue, City of Windsor, more particularly described in Schedule "A" attached hereto and forming part of this by-law, be and the same is hereby closed and stopped up.
2. That any required easements pursuant to Council Resolution CR459/2022, be registered prior to conveyance.
3. That the lands be conveyed to the abutting owners in as is condition, and that the conveyance cost be set as follows:
  - a) For right-of-way conveyed to abutting lands zoned RD1.1, \$1,500 per front foot without easements and \$750 per front foot with easements IF less than 40 feet is purchased; OR \$4,000 per front foot without easements and \$2,000 per front foot with easements IF 40 or more feet is purchased.
  - b) For right-of-way conveyed to abutting lands zoned ID1.1, \$8 per square foot without easements, \$4 per square foot with easements.
4. That the Chief Administrative Officer and City Clerk be authorized and directed to execute on behalf of The Corporation of the City of Windsor and to seal with the seal thereof, any and all documents necessary to implement the foregoing; and that the transaction be completed electronically, for property where it is available, pursuant to By-law Number 366-2003, as amended from time to time.



5. This by-law shall come into force and take effect the day upon which it is registered in the Land Registry Office for the County of Essex (No. 12).

DREW DILKENS, MAYOR

CITY CLERK

First Reading – April 14, 2025  
Second Reading – April 14, 2025  
Third Reading – April 14, 2025

**SCHEDULE "A"**  
**TO BY-LAW 68-2025**

Part Pall Mall Street, Plan 1289, Sandwich West, between Virginia Park and East Limit of 12R18955, designated as Parts 1 to 4, inclusive, Plan 12R-30031; Windsor

Being part of PIN 01312-1535 (LT)

City of Windsor  
County of Essex

BY-LAW NUMBER 69-2025

A BY-LAW TO ASSUME FOR SUBSEQUENT CLOSURE THE ALLEY SYSTEM  
NORTH OF FRANKLIN STREET, EAST OF TOURANGEAU ROAD, AND  
WEST OF ROSSINI BOULEVARD, CITY OF WINDSOR

Passed the 14<sup>th</sup> day of April, 2025.

**WHEREAS** the alley system north of Franklin Street, east of Tourangeau Road, and west of Rossini Boulevard, City of Windsor, more particularly described in Schedule "A" hereto annexed, is assumed for subsequent closure;

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

1. That the alley system north of Franklin Street, east of Tourangeau Road, and west of Rossini Boulevard, City of Windsor, more particularly described in Schedule "A" hereto annexed and forming part of this by-law, be and the same is hereby assumed for subsequent closure.
2. That this by-law shall come into force and take effect on the day of the final passing thereof.

DREW DILKENS, MAYOR

CITY CLERK

First Reading – April 14, 2025  
Second Reading – April 14, 2025  
Third Reading – April 14, 2025

**SCHEDULE "A"**  
**TO BY-LAW 69-2025**

Part Alley, Plan 892, Sandwich East, designated as Parts 1 to 15 and 18 to 34, inclusive, Plan 12R-28907; Windsor

Being part of PIN 01097-0512 (LT)

City of Windsor  
County of Essex

Part Lot 10, Plan 892, Sandwich East, designated as Parts 16 and 17, Plan 12R-28907; Windsor

Being part of PIN 01097-0512 (LT)

City of Windsor  
County of Essex

Part Lot 1, Plan 892, Sandwich East, designated as Part 1, Plan 12R-30043; Windsor

Being part of PIN 01097-0512 (LT)

City of Windsor  
County of Essex

Part Alley, Plan 892, Sandwich East, designated as Parts 2 to 5, Plan 12R-30043; Windsor

Being part of PIN 01097-0512 (LT)

City of Windsor  
County of Essex

BY-LAW NUMBER 70-2025

A BY-LAW TO CLOSE, STOP UP AND CONVEY THE ALLEY SYSTEM NORTH OF FRANKLIN STREET, EAST OF TOURANGEAU ROAD, AND WEST OF ROSSINI BOULEVARD, CITY OF WINDSOR

Passed the 14<sup>th</sup> day of April, 2025.

**WHEREAS** it is deemed expedient to close, stop up and convey the alley system north of Franklin Street, east of Tourangeau Road, and west of Rossini Boulevard, City of Windsor, more particularly described in Schedule "A" attached hereto;

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

1. That the alley system north of Franklin Street, east of Tourangeau Road, and west of Rossini Boulevard, City of Windsor, more particularly described in Schedule "A" attached hereto and forming part of this by-law, be and the same is hereby closed and stopped up.
2. That any required easements pursuant to Council Resolution CR305/2021, amended by CR49/2023, be registered prior to conveyance.
3. That the 4.39 metre portion of the north/south alley and the 6.10 metre portion of the east/west alley be conveyed to the abutting owners, and that the conveyance cost be set as follows:
  - a. For alleys abutting lands zoned Residential RD1.2: \$1.00 plus proportion of survey costs plus deed preparation fees.
4. That the Chief Administrative Officer and City Clerk be authorized and directed to execute on behalf of The Corporation of the City of Windsor and to seal with the seal thereof, any and all documents necessary to implement the foregoing; and that the transaction be completed electronically, for property where it is available, pursuant to By-law Number 366-2003, as amended from time to time.

5. This by-law shall come into force and take effect the day upon which it is registered in the Land Registry Office for the County of Essex (No. 12).

DREW DILKENS, MAYOR

CITY CLERK

First Reading – April 14, 2025  
Second Reading – April 14, 2025  
Third Reading – April 14, 2025

**SCHEDULE "A"**  
**TO BY-LAW 70-2025**

Part Alley, Plan 892, Sandwich East, designated as Parts 1 to 15 and 18 to 34, inclusive, Plan 12R-28907; Windsor

Being part of PIN 01097-0512 (LT)

City of Windsor  
County of Essex

Part Lot 10, Plan 892, Sandwich East, designated as Parts 16 and 17, Plan 12R-28907; Windsor

Being part of PIN 01097-0512 (LT)

City of Windsor  
County of Essex

Part Lot 1, Plan 892, Sandwich East, designated as Part 1, Plan 12R-30043; Windsor

Being part of PIN 01097-0512 (LT)

City of Windsor  
County of Essex

Part Alley, Plan 892, Sandwich East, designated as Parts 2 to 5, Plan 12R-30043; Windsor

Being part of PIN 01097-0512 (LT)

City of Windsor  
County of Essex

BY-LAW NUMBER 71-2025

A BY-LAW TO FURTHER AMEND BY-LAW 9023 BEING A BY-LAW TO REGULATE VEHICULAR PARKING WITHIN THE LIMITS OF THE CITY OF WINDSOR ON MUNICIPAL STREETS, MUNICIPAL PARKING LOTS AND PRIVATE PROPERTIES

Passed the 14<sup>th</sup> day of April, 2025.

**WHEREAS** By-law Number 9023, being a by-law to regulate vehicular parking within the limits of the City of Windsor on municipal streets, municipal parking lots and private properties, was passed on the 8<sup>th</sup> day of June, 1987.

**WHEREAS** it is deemed expedient to amend By-law 9023.

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

1. That **BY-LAW NUMBER 9023** be and the same is hereby amended as follows:

**APPENDIX "A"**

ITEM	REGULATION	LOT NO.	NUMBER OF VEHICLES	HOURS OF OPERATION	DAYS OF OPERATION	TIME LIMIT	PARKING FEE
1	Schedule "T" – Parking Lots <b>DELETE</b>	All Lots					\$1.75/hr or fraction thereof - Maximum \$3.00 flat fee
2	Schedule "T" – Parking Lots <b>ADD</b>	All Lots					\$2.00/hr or fraction thereof - Maximum \$5.00 flat fee
3	Schedule "T" – Parking Lots <b>ADD</b>	Lots 4-1, 4-2, 4-3, 14 and 21		After 6 pm.		6 pm. To 12 am.	\$5.00 flat fee



4	Schedule "T" – Parking Lots <b>DELETE</b>	Lots 5, 16 and 34		9 am to 6 pm	Monday to Saturday	3 hours	\$1.75/hr or fraction thereof
5	Schedule "T" – Parking Lots <b>DELETE</b>	Lots 5, 16 and 34		6 pm to 12 am	Monday to Saturday		\$1.75/hr or fraction thereof - Maximum \$3.00 flat fee
6	Schedule "T" – Parking Lots <b>ADD</b>	Lots 5 and 34		9 am to 12 am	Monday to Saturday	No Max Time	\$2.00/hr or fraction thereof - Pay and Display

7	Schedule "T" – Parking Lots <b>ADD</b>	Lot #16		9 am to 11 pm	Monday to Saturday	No Max Time	\$2.00/hr or fraction thereof - Maximum \$5.00 flat fee
8	Schedule "X" – Garage Parking Lots <b>DELETE</b>	Garage #1 and #2		24 hours per day	7 days per week		\$1.75/hr or fraction thereof
9	Schedule "X" – Garage Parking Lots <b>ADD</b>	Garage #1 and #2		24 hours per day	7 days per week		\$2.00/hr or fraction thereof

10	Schedule "X" – Garage Parking Lots <b>DELETE</b>	Garage #1 and #2		24 hours per day	7 days per week		\$110.00 per month or fraction thereof plus taxes
11	Schedule "X" – Garage Parking Lots <b>ADD</b>	Garage #1 and #2		24 hours per day	7 days per week		\$113.30 per month or fraction thereof plus taxes
12	Schedule "T" – Parking Lots <b>DELETE</b>	Lots #9, 14, 21, 4-1, 4-2, 4-3.		24 hours per day	7 days per week		\$66 per month or fraction thereof plus taxes, \$792 per year or fraction thereof plus taxes
13	Schedule "T" – Parking Lots <b>DELETE</b>	Lots #22, 31, 23, 36, 39.		24 hours per day	7 days per week		\$77 per month or fraction thereof plus taxes, \$924 per year or fraction thereof plus taxes
14	Schedule "T" – Parking Lots <b>DELETE</b>	Lot #16		24 hours per day	7 days per week		\$99 per month or fraction thereof plus taxes, \$1,188 per year or fraction thereof plus taxes
15	Schedule "T" – Parking Lots <b>ADD</b>	Lots #9, 14, 21, 4-1, 4-2, 4-3.		24 hours per day	7 days per week		\$67.98 per month or fraction thereof plus taxes, \$815.76 per year or fraction thereof plus taxes

16	Schedule "T" – Parking Lots <b>ADD</b>	Lots #22, 31, 23, 36, 39.		24 hours per day	7 days per week		\$79.31 per month or fraction thereof plus taxes, \$951.72 per year or fraction thereof plus taxes
17	Schedule "T" – Parking Lots <b>ADD</b>	Lot #16		24 hours per day	7 days per week		\$101.97 per month or fraction thereof plus taxes, \$1,223.64 per year or fraction thereof plus taxes
18	Schedule "S" – Street Meters <b>DELETE</b>	ALL		9 am to 6 pm Monday to Saturday holidays excepted		Time limit of specific meter	\$2.00/hr or fraction thereof
19	Schedule "S" – Street Meters <b>ADD</b>	ALL		9 am to 7 pm Monday to Saturday holidays excepted		Time limit of specific meter	\$2.25/hr or fraction thereof

2. That "Schedule W" of By-law Number 9023 be deleted in its entirety and that the following be substituted therefore:

**Schedule W**

ITEM	SHORT FORM WORDING	OFFENCE CREATING PROVISION	SET FINE
1	Park On Any Street In A State Of Abandonment	s.10(1)(a)	\$42.50
2	Park Within 3 Metres of a Fire Hydrant	s.10(1)(b)	\$89.00
3	Park In An Alley	s.10(1)(e)	\$42.50
4	Park Obstructing Another Vehicle	s.10(1)(f)	\$42.50
5	Park Blocking A Driveway	s.10(1)(g)	\$42.50
6	Park Obstructing Traffic Movement	s.10(1)(i)	\$133.25
7	Park On Core Salt/Plough Route	s.10(1)(j)	\$42.50
8	Park In A Loading Zone	s.10(2)(a)	\$50.00
9	Park In A No Parking Zone	s.10(2)(b)	\$42.50
10	Park Within Cul-De-Sac	s.10(2)(f)	\$33.50
11	Park On A Highway With Weight Of 3,000 kg. Or More	s.10(3)	\$72.25
12	Park At Wrong Angle To The Curb	s.11	\$42.50

13	Park On Prohibited Side Of Road	s.12	\$42.50
14	Double Park	s.13	\$42.50
15	Park Or Stop More Than 30 cm. From Curb	s.14	\$42.50
16	Park Facing The Wrong Way	s.14	\$42.50
17	Stand In A No Standing Zone	s.17	\$55.50
18	Park, Stop or Stand in a School Bus Zone	s.19	\$89.00
19	Park OR Stop in a No Stopping Zone	s.19	\$89.00
20	Park Or Stop In A Bus Stop	s.20	\$45.00
21	Park In A Taxicab Stand	s.22	\$50.00
22	Park OR Stop in a Fire Route	s.31	\$166.50
23	Park on private property without consent	s.42	\$33.25
24	Park Outside Designated Parking Space	s.51	\$42.50
25	Park In A Lot With Weight Of 3,000 kg. Or More	s.52	\$72.25
26	Park With Fee Payment in Default	s53	\$30.50
27	Park At Meter Where the Time Has Expired and Needs Additional Monies	s54(a)	\$30.50
28	Park At A Meter That Is Out Of Order And Shows "Fail"	s.54(b)	\$30.50
29	Park at a meter that has no display or reads blank	s.54(c)	\$30.50
30	Park Over the Time Limit - Lots/Meters	s56	\$33.25
31	Park On A Boulevard/Sidewalk	s.7	\$42.50
32	Park Without Residential Permit	s.70(2)	\$50.00
33	Park Beyond Permitted Time	s.8	\$33.25
34	Park On A Highway With Weight Of 3,000 kg. Or More Between 10:00 PM And 6:00 AM	s.10(4)	\$72.25
35	Park Beyond 3 Consecutive Days In The Same Spot	s.10(5)	\$42.50
36	Park Within 15 Metres Of Main Entrance To Theatres, Apartments, Hospitals, Hotels	s.10(1)(c)	\$42.50
37	Park Within 15 Metres Of Main Entrance To A Church	s.10(1)(d)	\$42.50
38	Park Within 15 Metres Of A Railway Crossing	s.10(1)(k)	\$42.50
39	Park Within 15 Metres Of An Intersection	s.10(2)(b)	\$42.50
40	Park Within 7.5 Metres On The Same Side As A Fire Hall Is Located	s.10(2)(c)	\$42.50
41	Park Along The Curb Adjacent To School Premises Between 8:00 AM And 5:00 PM	s.10(2)(e)	\$42.50
42	Park Within 30 Metres Of A Pedestrian Crossover	s.20A	\$42.50
43	Taxicab Not Parked In A Taxicab Stand While Waiting For A Hire Engagement	s.23	\$42.50
44	Parked Without Consent On Property Owned Or Occupied By The Corporation	s.42(2)	\$33.25
45	Park with parking permit not clearly displayed	s. 70(4), 21(4)	\$33.25
46	Accessible Parking	21(12)	\$488.50
47	Park or leave an unattached trailer of any kind on a street	10(7)	\$41.50
48	Park, stand or stop on a front yard	s.42(3)	\$33.25
49	Park or stop in a bicycle lane	10(6)(f)	\$55.50
50	Park or stop in a designated electrical vehicle charging space	10(1)(n)	\$55.50
51	Park a vehicle within 3 metres of either side of a community mailbox	10(1)(o)	\$42.50

3. This by-law shall come into force and take effect on the day of the final passing thereof.

DREW DILKENS, MAYOR

CITY CLERK

First Reading – April 14, 2025  
Second Reading – April 14, 2025  
Third Reading – April 14, 2025

BY-LAW NUMBER 72-2025

A BY-LAW TO CONFIRM PROCEEDINGS OF THE COUNCIL OF THE CORPORATION OF THE CITY OF WINDSOR AT ITS MEETING HELD ON THE 14TH DAY OF APRIL, 2025

Passed the 14<sup>th</sup> day of April, 2025.

**WHEREAS** it is deemed expedient that the proceedings of the Council of The Corporation of the City of Windsor at this meeting be confirmed and adopted by by-law;

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

1. The action of the Council of The Corporation of the City of Windsor in respect to each recommendation contained in the Report/Reports of the Committees and the local Boards and Commissions and each motion and resolution passed and other action taken by the Council of The Corporation of The City of Windsor at this meeting is hereby adopted and confirmed as if all such proceedings were expressly in this by-law.
2. The Mayor and the proper officials of The Corporation of the City of Windsor are hereby authorized and directed to do all things necessary to give effect to the action of the Council of The Corporation of the City of Windsor referred to in the preceding section hereof.
3. The Mayor and the City Clerk are authorized and directed to execute all documents necessary in that behalf and to affix thereto the seal of The Corporation of the City of Windsor.

This by-law shall come into force and take effect on the day of the final passing thereof.

DREW DILKENS, MAYOR

CITY CLERK

First Reading – April 14, 2025  
Second Reading – April 14, 2025  
Third Reading – April 14, 2025