

Development & Heritage Standing Committee Meeting Agenda

Date: Monday, March 3, 2025

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

Location: Council Chambers, 1st Floor, Windsor City Hall

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

MEMBERS:

Ward 1 – Councillor Fred Francis

Ward 4 - Councillor Mark McKenzie

Ward 7 - Councillor Angelo Marignani

Ward 9 - Councillor Kieran McKenzie

Ward 10 - Councillor Jim Morrison (Chairperson)

Member Anthony Arbour

Member Joseph Fratangeli

Member Daniel Grenier

Member John Miller

Member Charles Pidgeon

Member Robert Polewski

Member Khassan Saka

Member William Tape

ORDER OF BUSINESS

Item # Item Description
1. CALL TO ORDER

READING OF LAND ACKNOWLEDGMENT

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

2. DISCLOSURES OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

3. REQUEST FOR DEFERRALS, REFERRALS OR WITHDRAWALS

4. COMMUNICATIONS

5. ADOPTION OF THE *PLANNING ACT* MINUTES

5.1. Adoption of the Development & Heritage Standing Committee (*Planning Act*) minutes of its meeting held February 3, 2025 (**SCM 62/2025**)

6. PRESENTATION DELEGATIONS (*PLANNING ACT* MATTERS)

7. *PLANNING ACT* MATTERS

7.1. Zoning By-Law Amendment – Z003-25 (ZNG/7275) - Ahmad Zrabah– 1550-1576 Randolph Ave, Ward 10 (**S 8/2025**)

7.2. Rezoning – Dr. Bhan Garg - 7100 Cantelon Drive - Z-039/24 ZNG/7252 - Ward 8 (**S 10/2025**)

7.3. Rezoning – 2652184 Ontario Ltd - 1110 Tecumseh Road East - Z-040/24 ZNG/7258 - Ward 4 (**S 16/2025**)

7.4. Proposed Official Plan Residential Corridor Land Use Designation – CityWide
(S 15/2025)

8. ADOPTION OF THE MINUTES

8.1. Adoption of the Development & Heritage Standing Committee minutes of its meeting held January 6, 2025 **(SCM 25/2025)**

8.2. Adoption of the Development & Heritage Standing Committee minutes of its meeting held February 3, 2025 **(SCM 61/2025)**

9. PRESENTATIONS AND DELEGATIONS (COMMITTEE ADMINISTRATIVE MATTERS)

10. HERITAGE ACT MATTERS

10.1. Walkerville Heritage Conservation District Study – Results and Findings (Ward 4)
(S 6/2025)

Clerk’s Note: Appendix A is available at www.citywindsor.ca due to size.

10.2. Windsor Municipal Heritage Register – Updates about Bill 23 Strategies (City Wide)
(S 7/2025)

11. ADMINISTRATIVE ITEMS

11.1. Ford City CIP Application for 980 Maisonville Avenue, Owner: Salinder Singh & Mohnish Harshendu Dave (C/O: Sital Singh Garha), Ward 5 **(S 11/2025)**

11.2. Main Street CIP/Ford City CIP Application, 1044 Drouillard Road, Owner: 1988859 Ontario Inc. (c/o: Dawne Martens) **(S 20/2025)**

12. COMMITTEE MATTERS

12.1. Report No. 57 of the International Relations Committee **(SCM 52/2025)**

12.2. Minutes of the International Relations Committee of its meeting held January 30, 2025
(SCM 53/2025)

12.3. Minutes of the Property Standards Committee of its meeting held February 4, 2025
(SCM 60/2025)

13. QUESTION PERIOD

14. ADJOURNMENT



Committee Matters: SCM 62/2025

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

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

Date: Monday, February 3, 2025

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

Members Present:

Councillors

Ward 1 - Councillor Fred Francis

Ward 4 - Councillor Mark McKenzie

Ward 7 - Councillor Angelo Marignani

Ward 9 - Councillor Kieran McKenzie

Ward 10 - Councillor Jim Morrison (Chairperson)

Members

Member Anthony Arbour

Member William Tape

Member John Miller

Member Joseph Fratangeli

Member Charles Pidgeon

Member Khassan Saka

Members Regrets

Member Daniel Grenier

Member Robert Polewski

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

Robert Martini, Municipal Gaming Analyst

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

Jelena Payne, Commissioner, Economic Development

Neil Robertson, City Planner

John Revell, Chief Building Official

Greg Atkinson, Deputy City Clerk - Development

Adam Szymczak, Acting Deputy City Planner – Development

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Rob Vani, Senior Manager / Deputy CBO/Inspections
Ian Day, Senior Manager Traffic Operations/Parking
Aaron Farough, Senior Legal Council
Emilie Dunnigan, Manager, Development Revenue & Financial Administration
Patrick Winters, Manager, Development
Juan Paramo, Development Engineer
Justina Nwaesei, Planner III, Development
Natasha McMullin, Senior Clerk Steno
Anna Ciacelli, Deputy City Clerk

Delegations—participating via video conference

Item 7.1 – Tracey Pillon-Abbs, RPP Principal Planner
Item 7.2 – Tracey Pillon-Abbs, RPP Principal Planner
Item 7.2 – Michael Primeau, President

Delegations—participating in person

Item 3.1 – Melanie Muir, Dillon Consulting Limited

1. CALL TO ORDER

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

2. DISCLOSURES OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

None disclosed.

3. REQUEST FOR DEFERRALS, REFERRALS OR WITHDRAWALS

3.1. 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

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

Melanie Muir (agent), Dillon Consulting Limited, available for questions.

Moved by: Councillor Angelo Marignani

Seconded by: Councillor Mark McKenzie

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Decision Number: **DHSC 697**

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.

4. COMMUNICATIONS

None presented.

5. ADOPTION OF THE *PLANNING ACT* MINUTES

5.1. Adoption of the Development & Heritage Standing Committee (*Planning Act*) minutes of its meeting held January 6, 2025

Moved by: Member Anthony Arbour

Seconded by: Councillor Angelo Marignani

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

Report Number: SCM 26/2025

7. *PLANNING ACT* MATTERS

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

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

Tracey Pillon-Abbs (agent), Pillon Abbs Inc., is available for questions and states that she is in support of staff recommendations.

Councillor Kieran McKenzie inquires about the analysis of the Traffic Impact Study (TIS) conducted the extent to which it will affect the surrounding area. Ms. Pillon-Abbs states that the TIS was completed as part of the Master Plan for the area taking into consideration the future growth of the corridor and that a TIS was submitted as part of the Environmental Assessment process with new roads and potentially intersection improvements, and recommendations will be implemented as part of the Site Plan Control process.

Councillor Kieran McKenzie inquires whether the original proposal submitted is desired as apposed to the revised submission based on Administrations recommendations. Ms. Pillon-Abbs states that the proponent does not have any current objections or concerns and will work with Administration on the final TIS report.

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Councillor Kieran McKenzie inquires about the species at risk wants to ensure legislative statutes will be followed through the process. Mr. Szymczak states that a permit from the Ministry is required as part of Site Plan Control.

Councillor Marignani inquires whether pedestrian and cycle access is part of the Master Plan for this development. Ms. Pillon-Abbs states that the new roadways will be subject to City standards and may include active transportation and sidewalks, and the proponent will be responsible for what is on-site, which includes sidewalks, bicycle parking, pedestrian connections to the buildings and municipal right-of-way and will be finalized and reviewed during Site Plan Control.

Councillor Marignani inquires whether the project includes trees to act as a buffer along the property and rail lines. Ms. Pillon-Abbs states that the project is designed to place the storm water management pond and trees to the north to abut the rail line and act as a natural buffer.

Councillor Marginani inquires about the self-contained storm water management system. Ms. Pillon-Abbs defers the question to the Public Works department. Mr. Winters states a regional storm water pond will be constructed to services the road network, site, and public properties that do not have access to the Hawkins Drain.

Councillor Marignani inquires about sound barriers between residents and loading docks. Ms. Pillon-Abbs states that the buildings proposed are more than 75 m away from the rail line and has not triggered any vibration or noise requirements currently but will be addressed if it is found to be needed during the Site Plan Control process.

Councillor Marignani inquires if electric vehicles charging stations will be included in the development. Ms. Pillon-Abbs states that there are none proposed at this time and may be considered for the future by the proponent and tenant, which can be addressed as part of Site Plan Control.

Councillor Marignani inquires about areas of improvement or modification to the intersection or current road system to make the roads safe in an area that is already very busy. Mr. Winters states that the road network was envisioned under the Forest Glade North Secondary Plan will be extended with new intersections and traffic signals with a change in traffic patterns once introduced to tie into the new development.

Councillor Marignani inquires about a pedestrian overpass associated with Roseville Gardens. Mr. Winters states that it is not part of the plan and that there are multi-use trails and sidewalks and Council will see the pedestrian improvements once an Environmental Assessment comes forward to Council.

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

Decision Number: **DHSC 698**

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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

LOCATION 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.

ADDITIONAL PERMITTED MAIN USES 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 childcare centre and tourist home.

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

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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.

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- 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
Clerk's File: Z/14911 & Z/14912

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

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

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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:

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- *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

8. ADJOURNMENT

There being no further business the meeting of the Development & Heritage Standing Committee (*Planning Act* Matters) portion is adjourned at 4:48 o'clock p.m.

Ward 10 – Councillor Jim Morrison
(Chairperson)

Deputy City Clerk / Supervisor of Council
Services

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 m²
(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

Official Plan	Zoning	Current Use	Previous Use
Residential	Residential District 1.2 (RD1.2)	Vacant land	Vacant land
Lot Frontage	Lot Depth	Lot Area	Lot Shape
18.28 m	32.55 m	595.00 m ²	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 m². The zoning review (Appendix F) noted a GFA of 470.5 m². 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

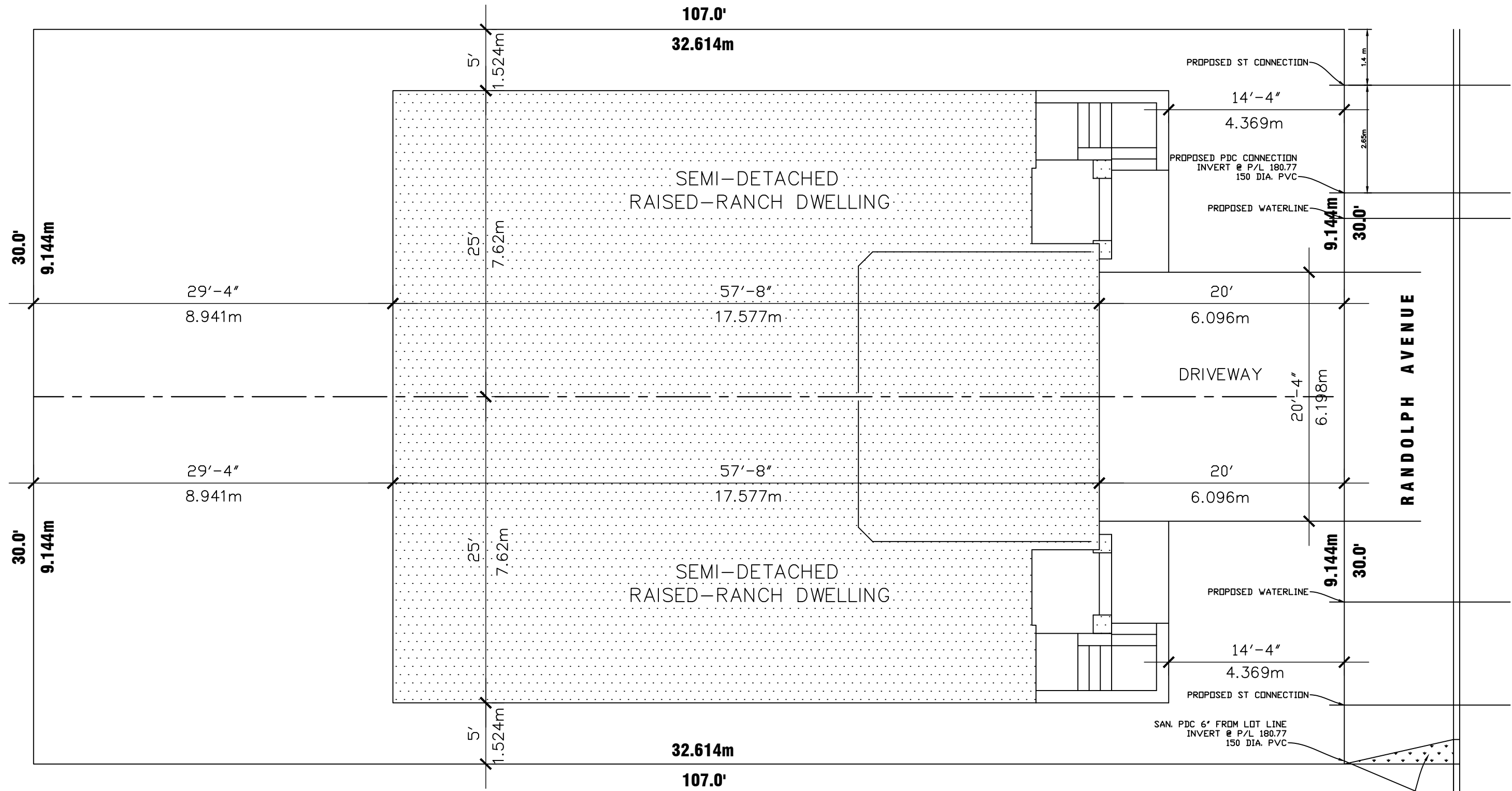
Notifications:

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

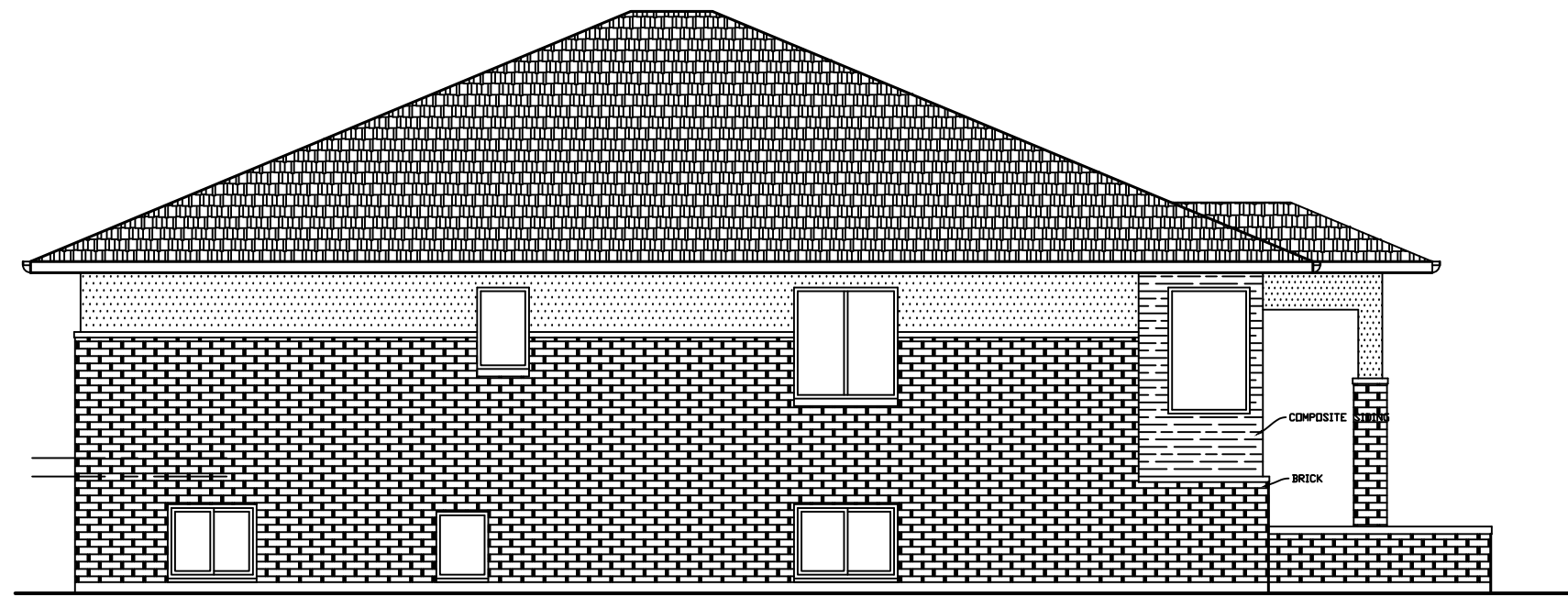
Appendices:

Appendix A - Conceptual Site Plan

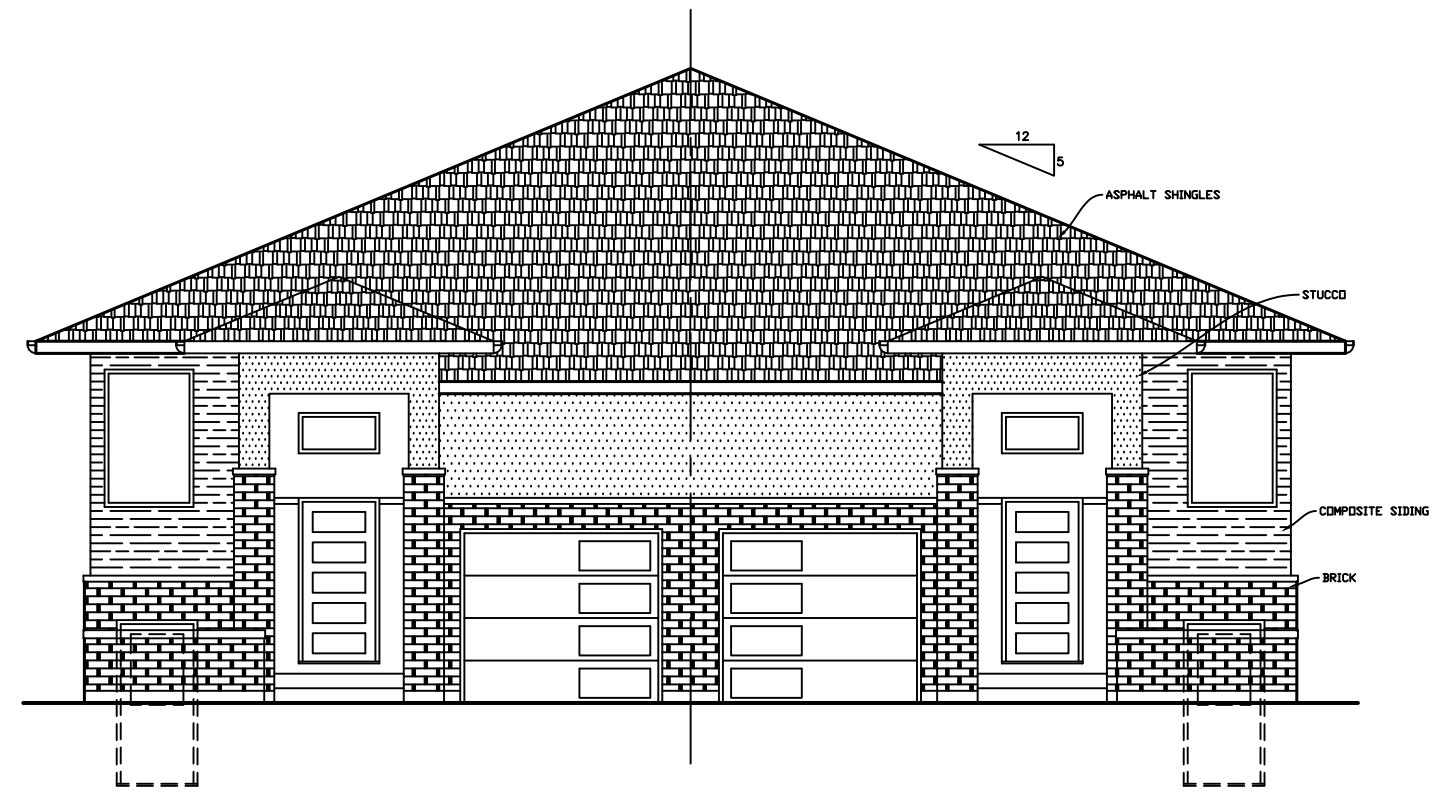
Appendix B - Conceptual Elevations
Appendix C - Conceptual Floor Plans
Appendix D - Planning Rationale Report
Appendix E – Site Photos
Appendix F – Consultation Comments



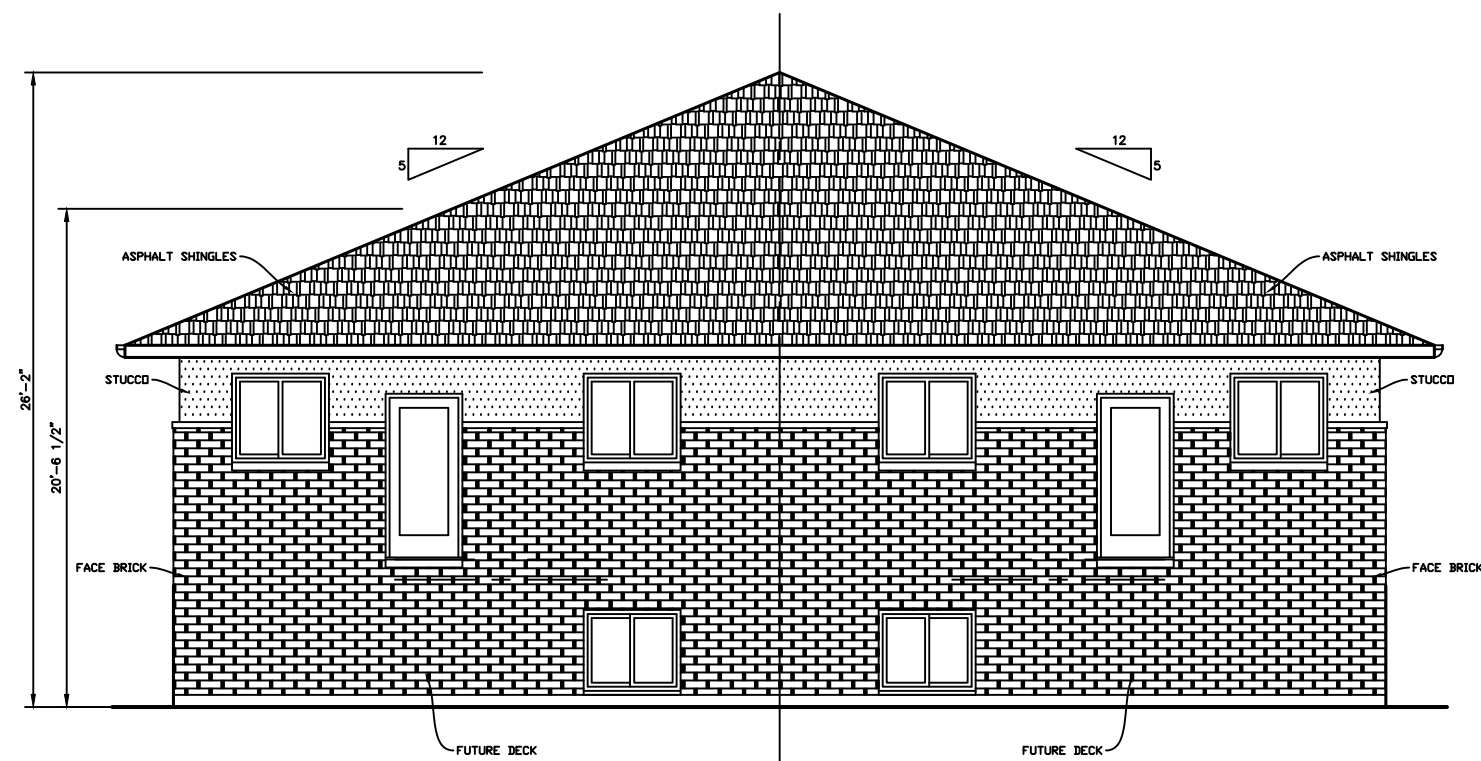
LOT AREA	6420.0 SF	596.44 SM
GROSS FLOOR AREA	2750.00 SF	255.48 SM
COVERED PORCH	91.4 SF	8.49 SM
TOTAL COVERAGE	2841.4 SF	263.97 SM
LOT COVERAGE	44.26 %	



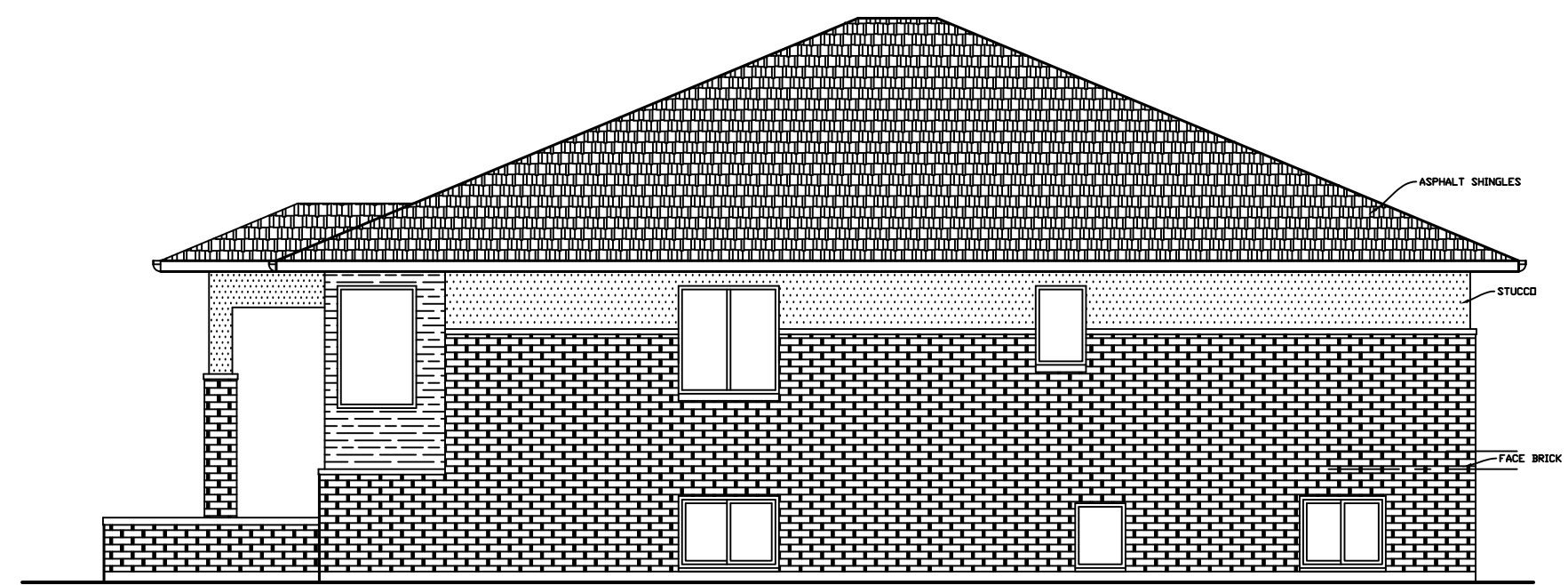
LEFT ELEVATION



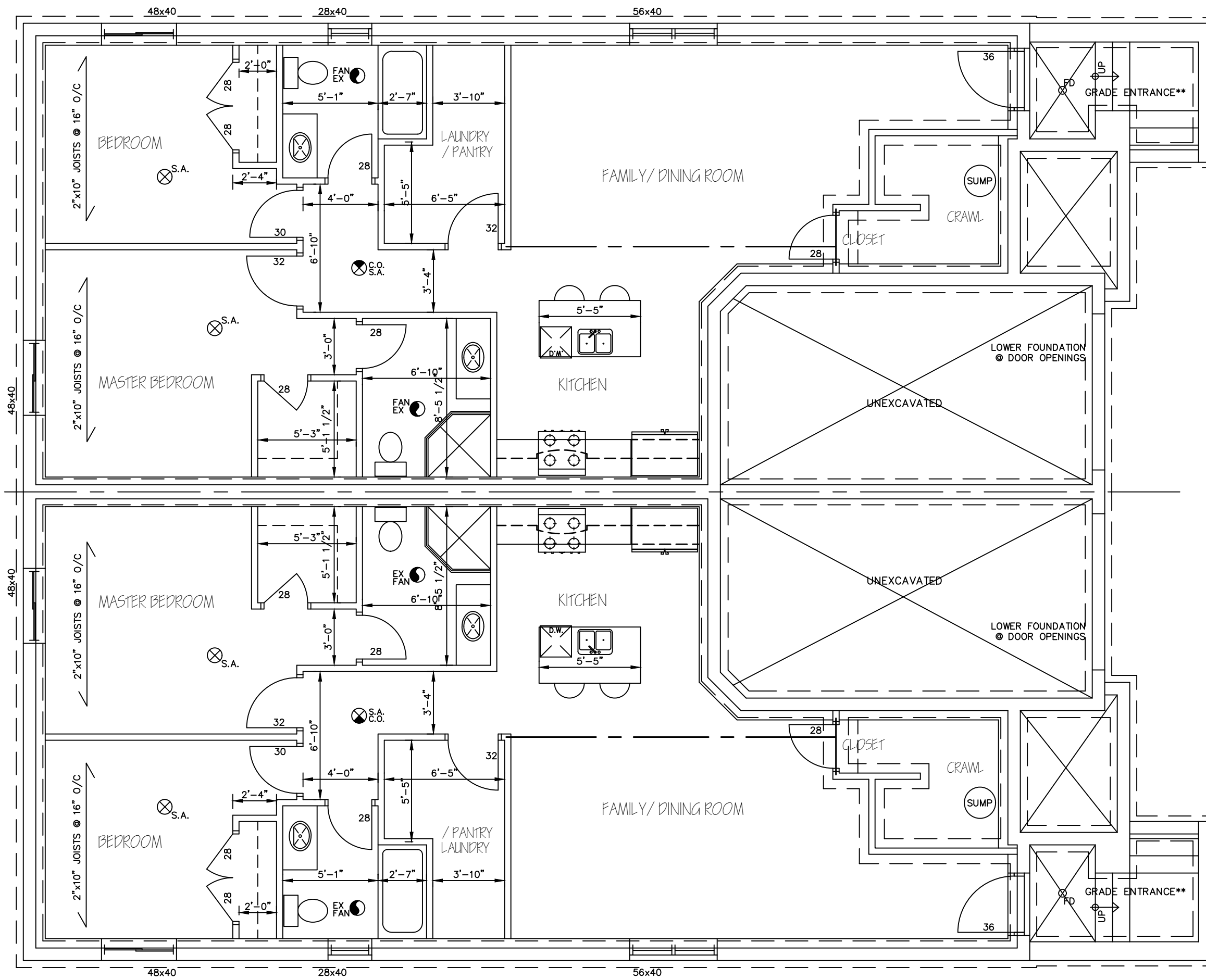
FRONT ELEVATION



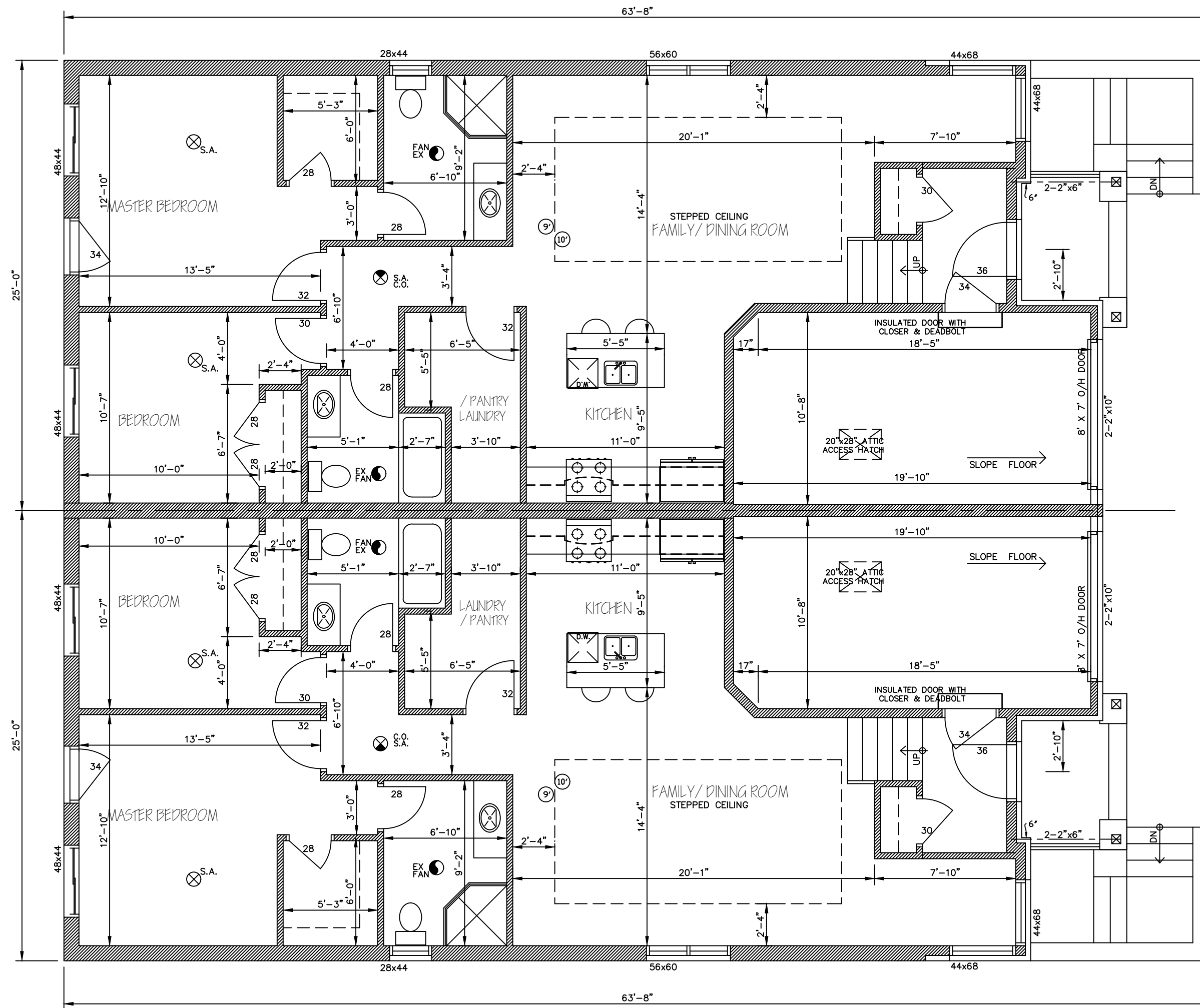
BACK ELEVATION



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:



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Chatham, ON
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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).

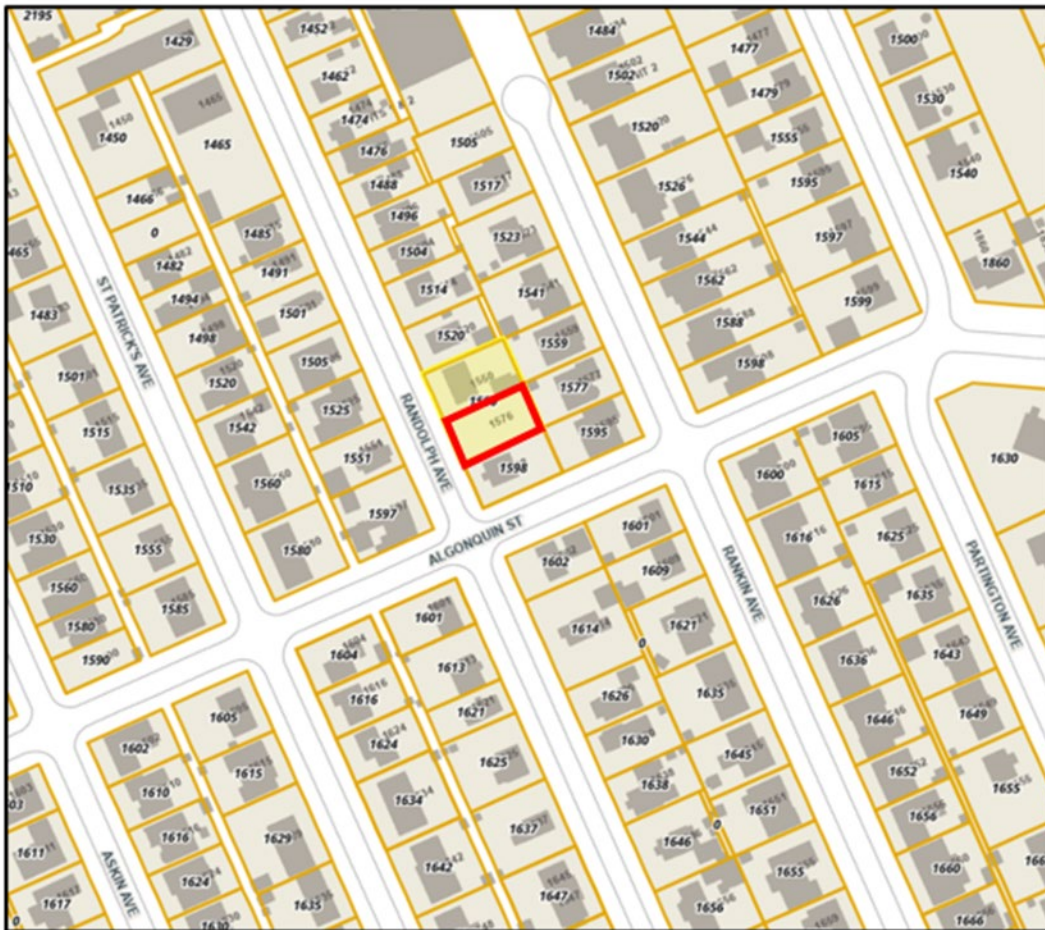


Figure 1 – Site Location (Source: Windsor GIS)

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

5

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 m² (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).

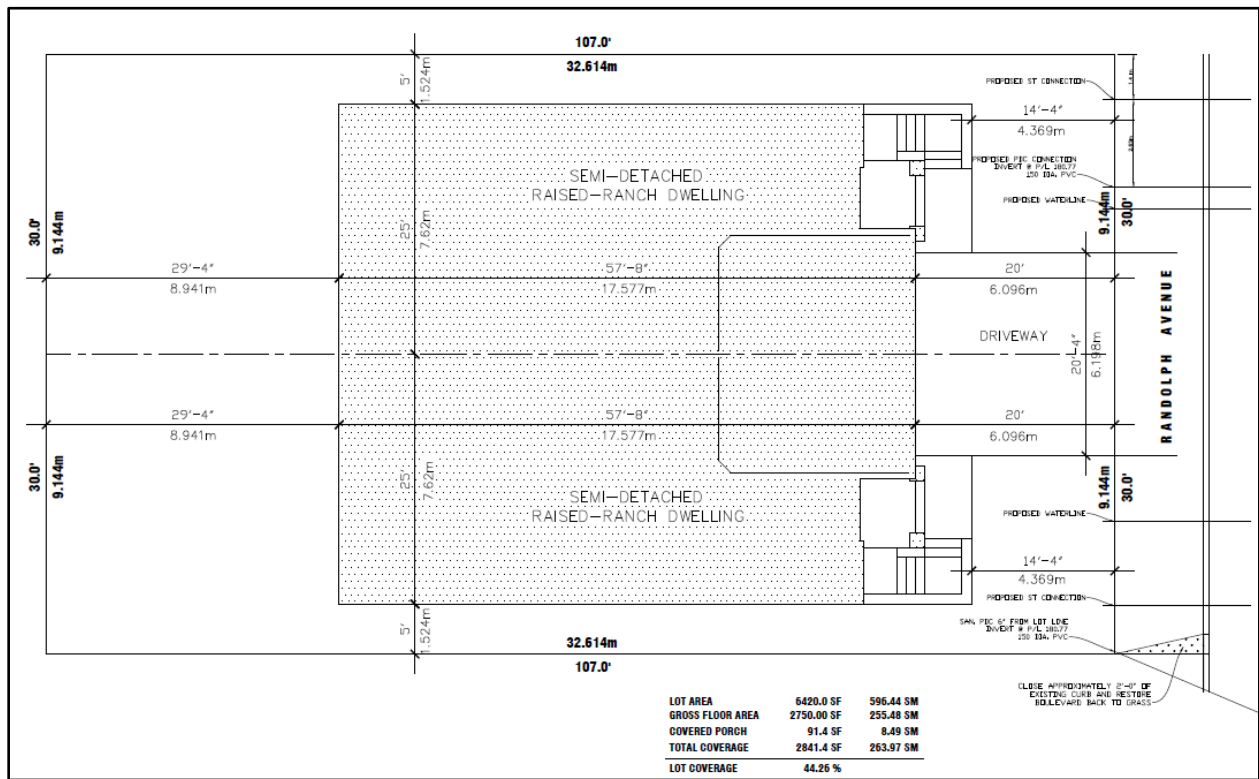


Figure 2a –Concept Plan

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).

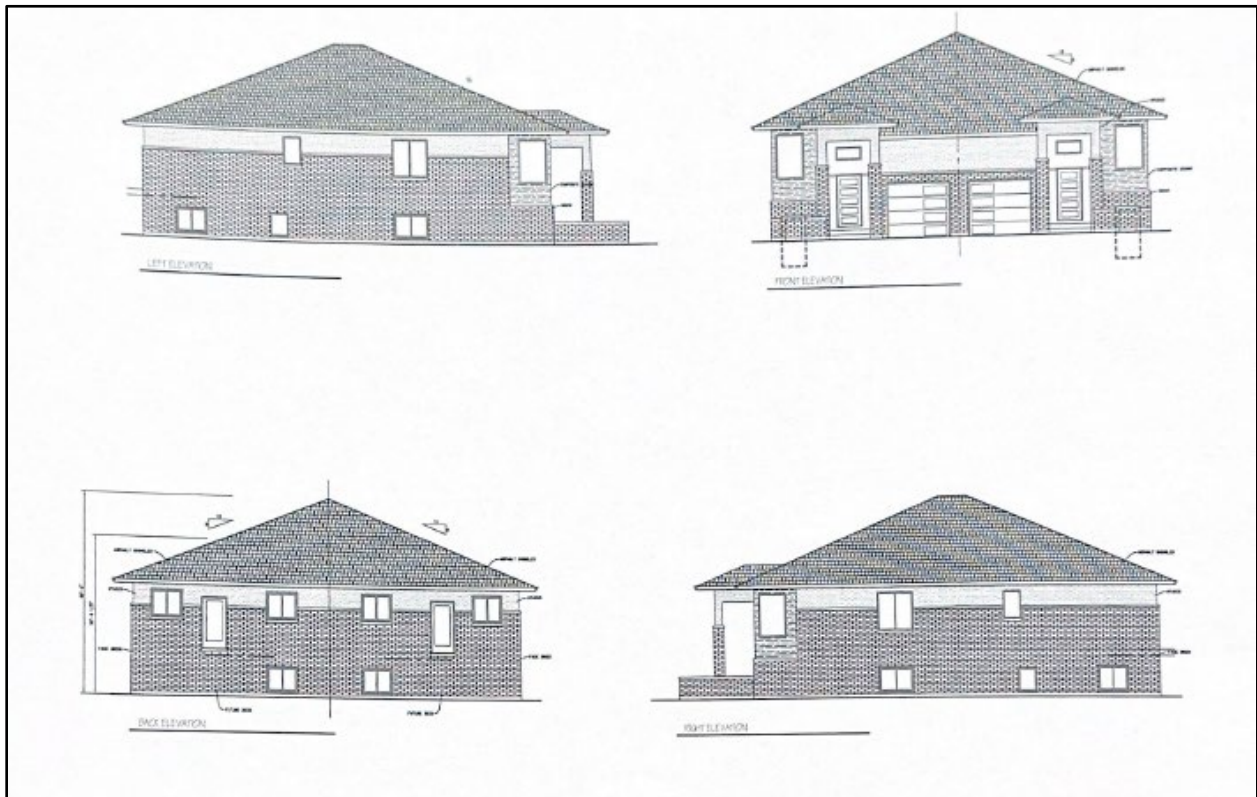


Figure 2b – Conceptual Elevations

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	<p>Not the same as other dwellings in the area.</p> <p>Only single detached dwellings in the area.</p> <p>This is not a good fit.</p> <p>A single detached dwelling would be better on this Site.</p>	<p>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.</p> <p>Compatible does not need to be the same. It has to just live in harmony.</p>
Density	<p>The Mayor does not support 4 units.</p>	<p>This pertains to the CMHC funding incentives.</p> <p>There is no 'as of right' for 4 units.</p> <p>ZBA would be required and assessed on a case-by-case basis.</p>

Topic Item	Comments and Questions	Response
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

Topic Item	Comments and Questions	Response
	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"> 1. all housing options required to meet the social, health, economic and well being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3; <p>c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and</p> <p>d) requiring transit-supportive development and prioritizing intensification, including</p>	<p>Site is located near local amenities.</p> <p>The Site offers an opportunity for intensification and infilling.</p> <p>The proposed 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).

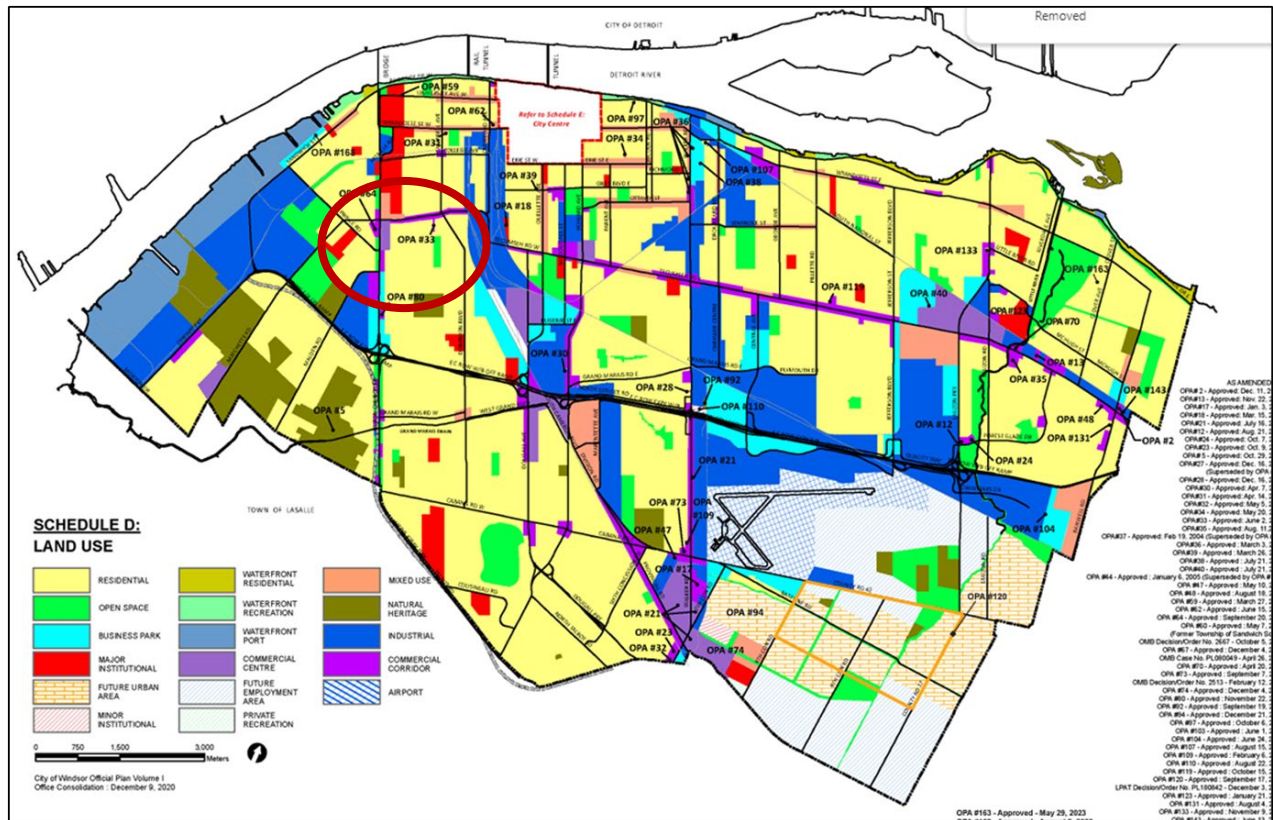


Figure 3 – OP

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.

OP Policy #	Policy	Response
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) Low Profile developments are buildings or structures generally no greater than three (3) storeys in height; (b) Medium Profile developments are buildings or structures generally no greater than six (6) storeys in height; and (c) High Profile developments are buildings or structures generally no greater than fourteen (14) storeys in height.</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 Low Profile , and Medium Profile dwelling units. High Profile Residential Buildings shall be directed to locate in the City Centre, Mixed Use Centres and Mixed Use Corridors.	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, semi-detached , 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. New residential development and intensification shall be located where: (a) There is access to a collector or arterial road; (b) Full municipal physical services can be provided; (c) Adequate community services and open spaces are available or are	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>Existing semi-detached dwellings are a permitted use. A new 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 Low Profile Residential 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).

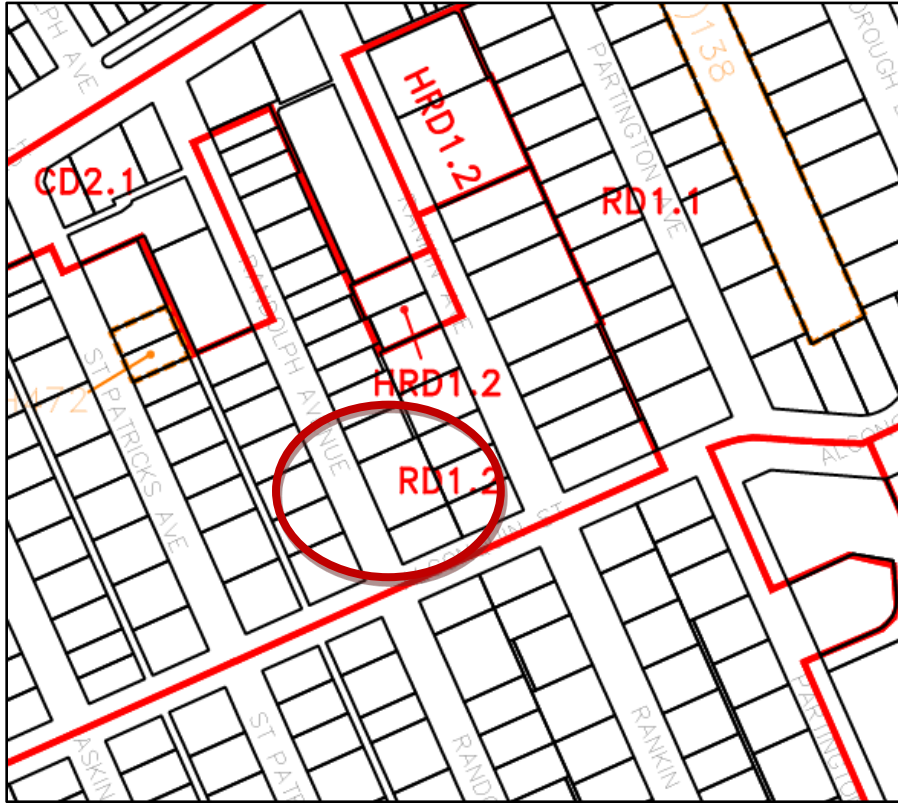


Figure 4 – ZBL

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 Existing Semi-Detached Dwelling 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 ²	595.0 m ²	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 ²	257.35 m ²	Complies
Parking Requirements - minimum 24.20.5.1	Semi-detached dwelling - 1 for each dwelling unit Total required = 2	4	Complies
Parking Requirements - minimum 5.99.80.1	ADU - 1 for the 1 st and 2 nd Total required = 2	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 door that opens to the rear yard shall be located a minimum of 1.20 m from the centreline of the common wall between the dwelling units.	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 as existing at the time of the lot severance</p> <p>2 Lot Area – minimum – as existing at the time of the lot severance</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.

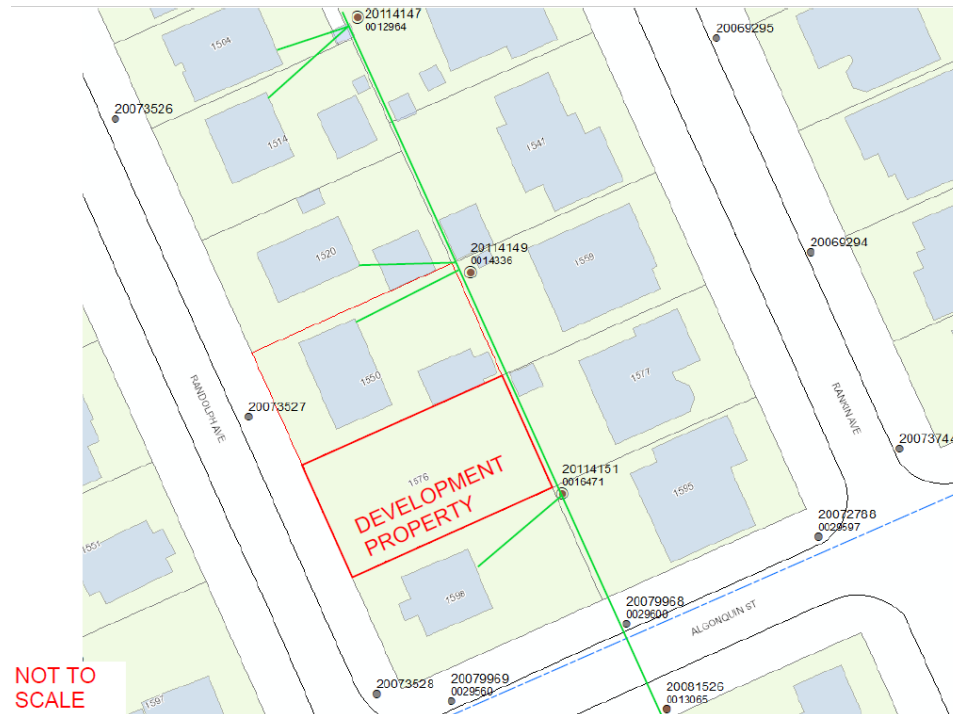
- 1- ENWIN has a pole line at the rear of the development property.
- 2- ENWIN has single phase 120/240V overhead secondary conductors at the rear of the development property.

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.



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:
 - 450.0m² (Required)
 - 596.0m² (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]
 - 400m² (Required)
 - 470.5m² (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

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

RIGHT-OF-WAY – ADAM PILLON

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.

LANDSCAPE & URBAN DESIGN – HODA KAMELI

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

**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 m², 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.

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 ²	Irregular

Neighbourhood:

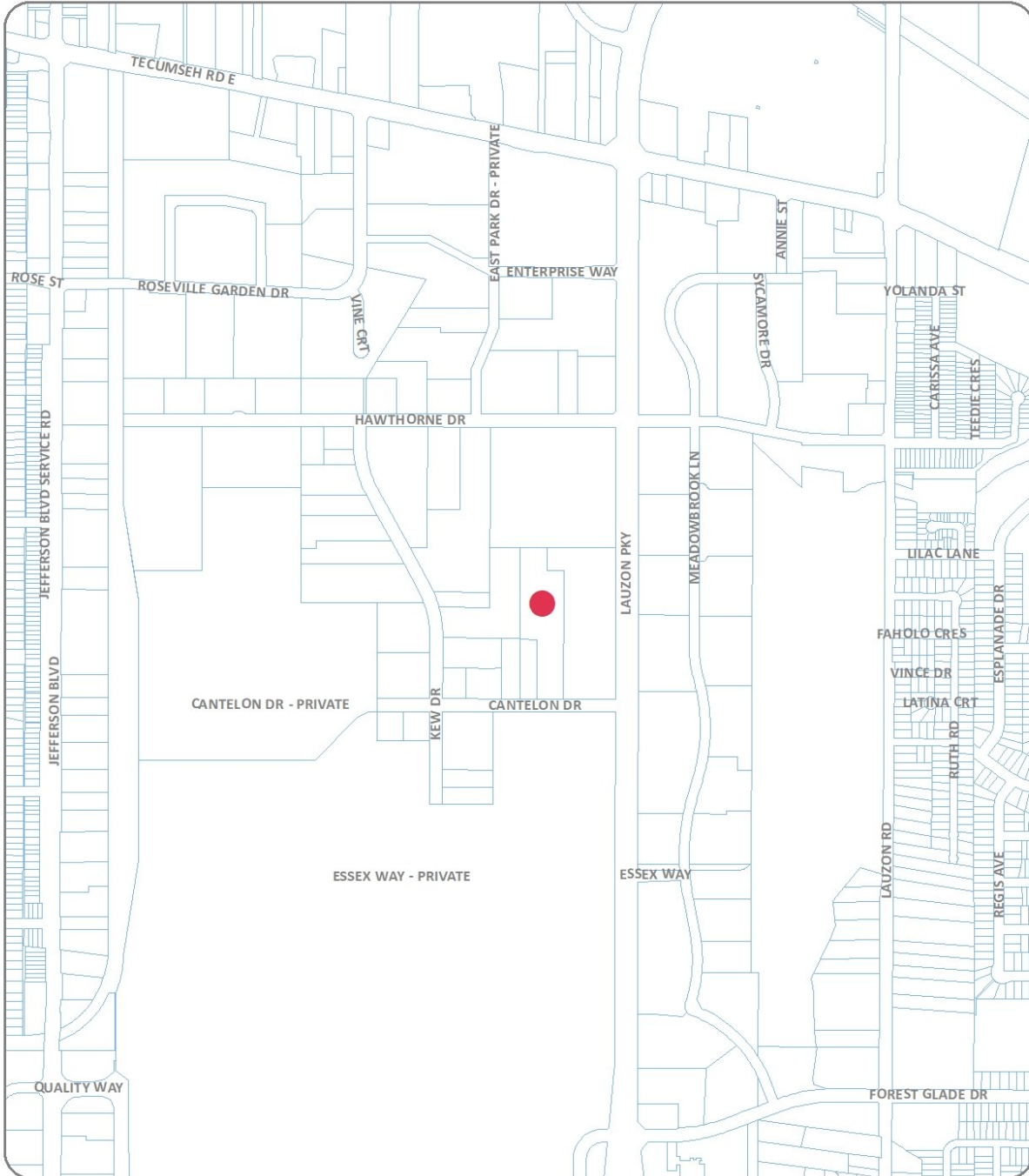
Sections 2.2 and 2.3 in the PRR provide an overview, including photos, of the site and the surrounding area.

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:

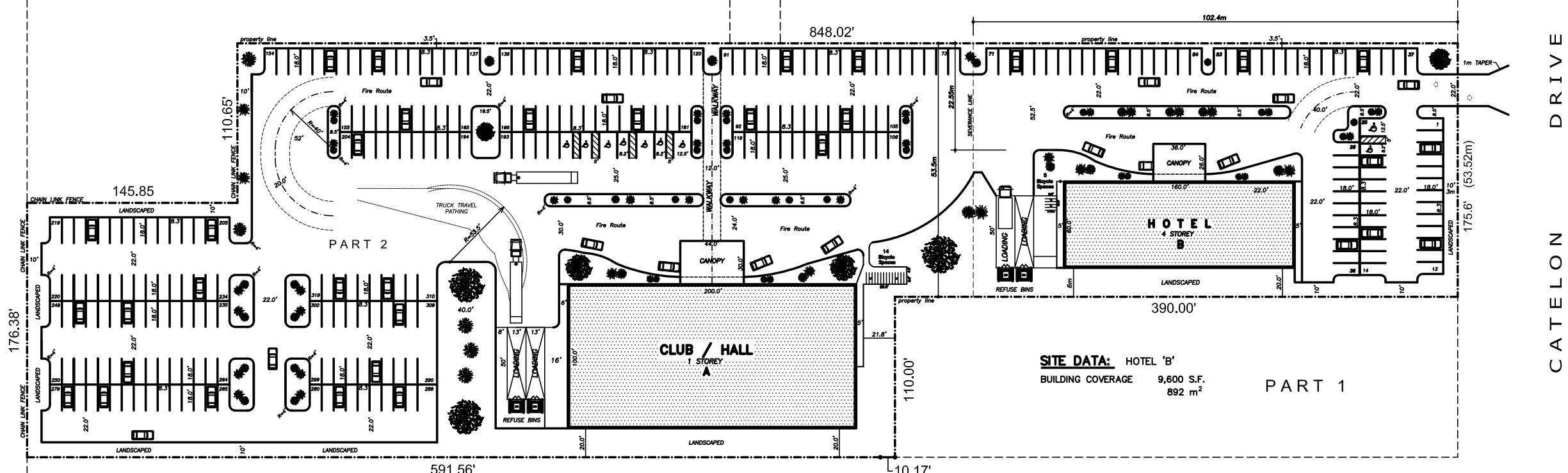
Name	Title
Adam Szymczak	Senior Planner - Development
Greg Atkinson	Deputy City Planner - Development
Neil Robertson	City Planner
Aaron Farough	Senior Legal Counsel
Jelena Payne	Commissioner, Economic Development
Janice Guthrie acting for Joe Mancina	Chief Administrative Officer

Notifications:

Name	Address	Email

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



SITE DATA: CLUB / HALL 'A'
 BUILDING COVERAGE 20,000 S.F.
 1,858 m²

SITE DATA: HOTEL 'B'
 BUILDING COVERAGE 9,600 S.F.
 892 m²

SITE DATA:
 LOT AREA 225,147 S.F. = 20,944 m² (100%)
 BUILDING COVERAGE 29,600 S.F. = 2,750 m² (13.1%)
 PARKING ASPHALT 142,143 S.F. = 13,208 m² (63.2%)
 LANDSCAPE AREA 53,424 S.F. = 4,965 m² (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.

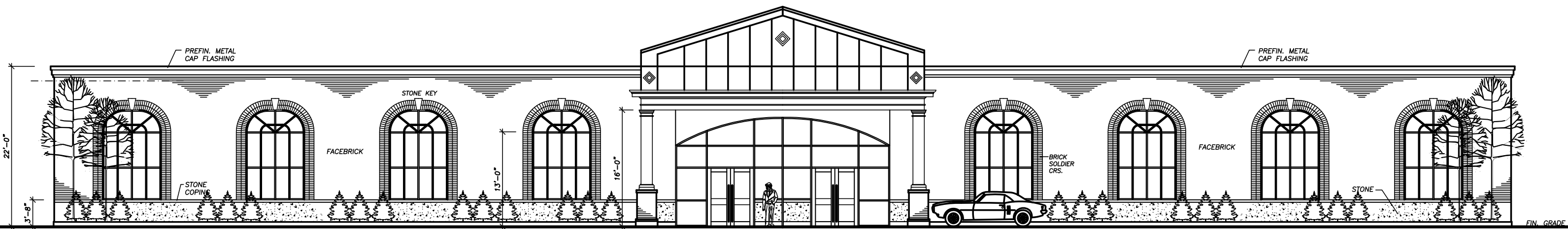
PROPOSED SITE PLAN / DATA

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

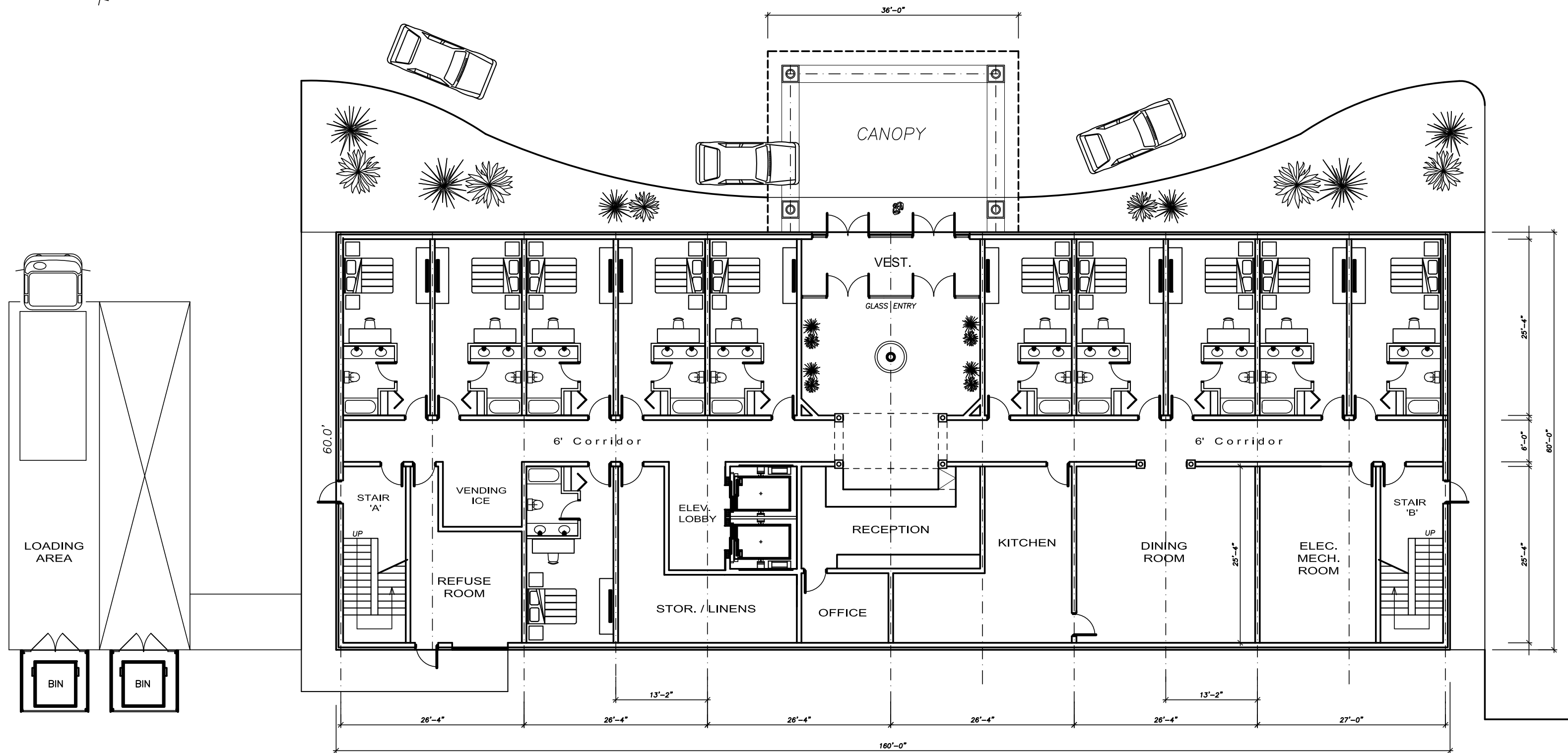
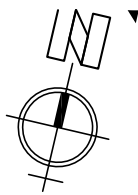
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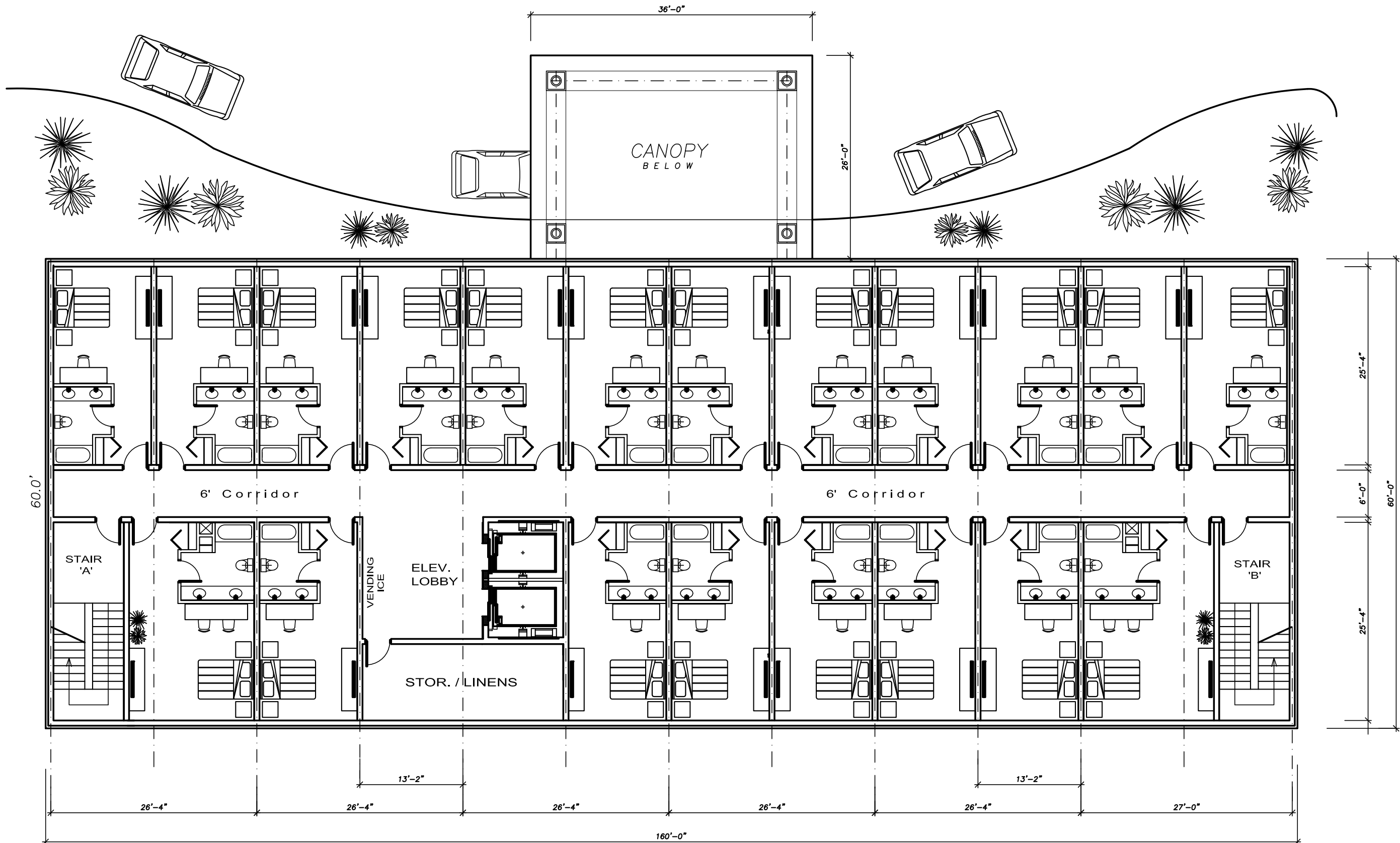
NORTH ELEVATION



NORTH ELEVATION

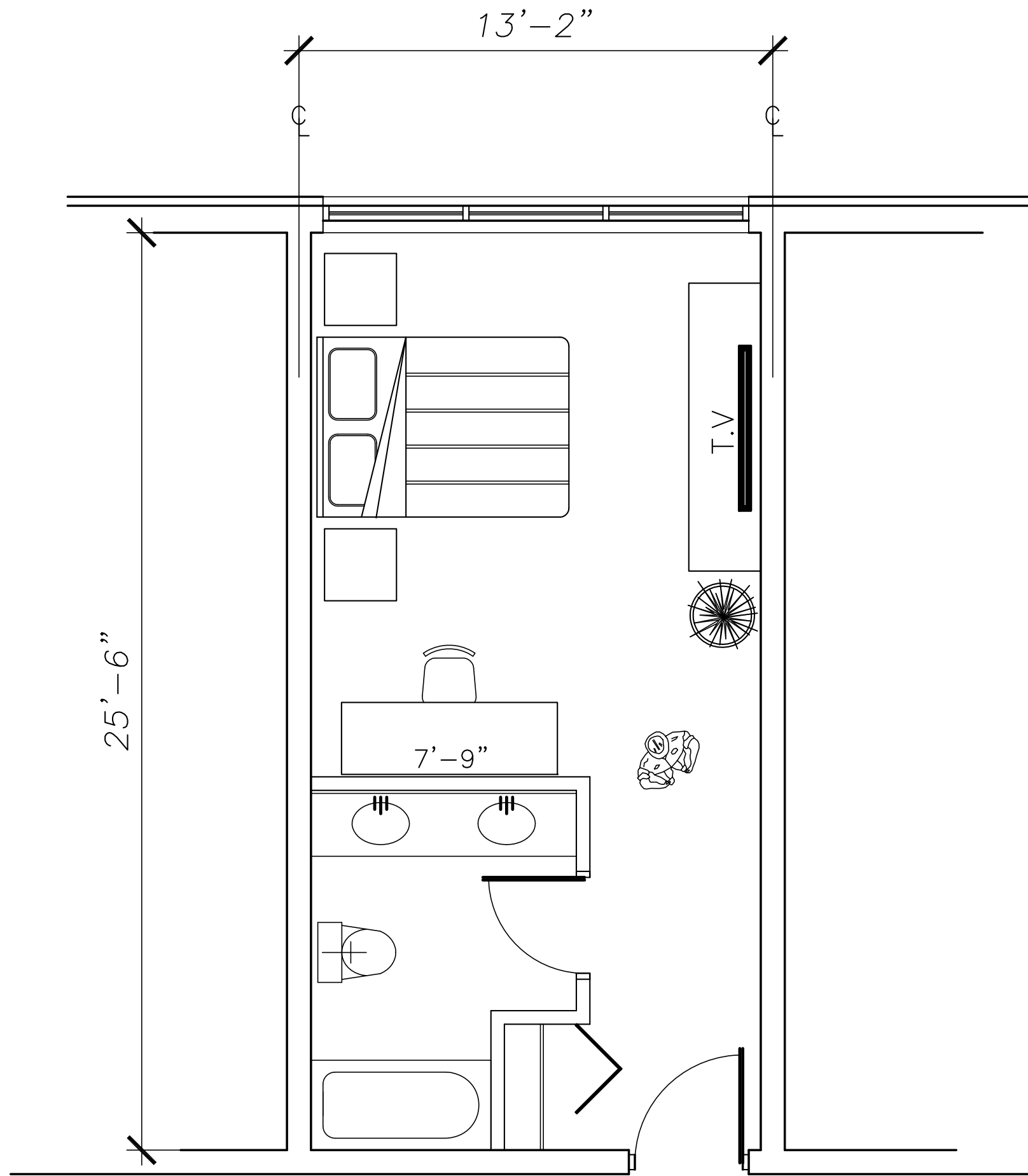


MOTEL: 1st FLOOR PLAN

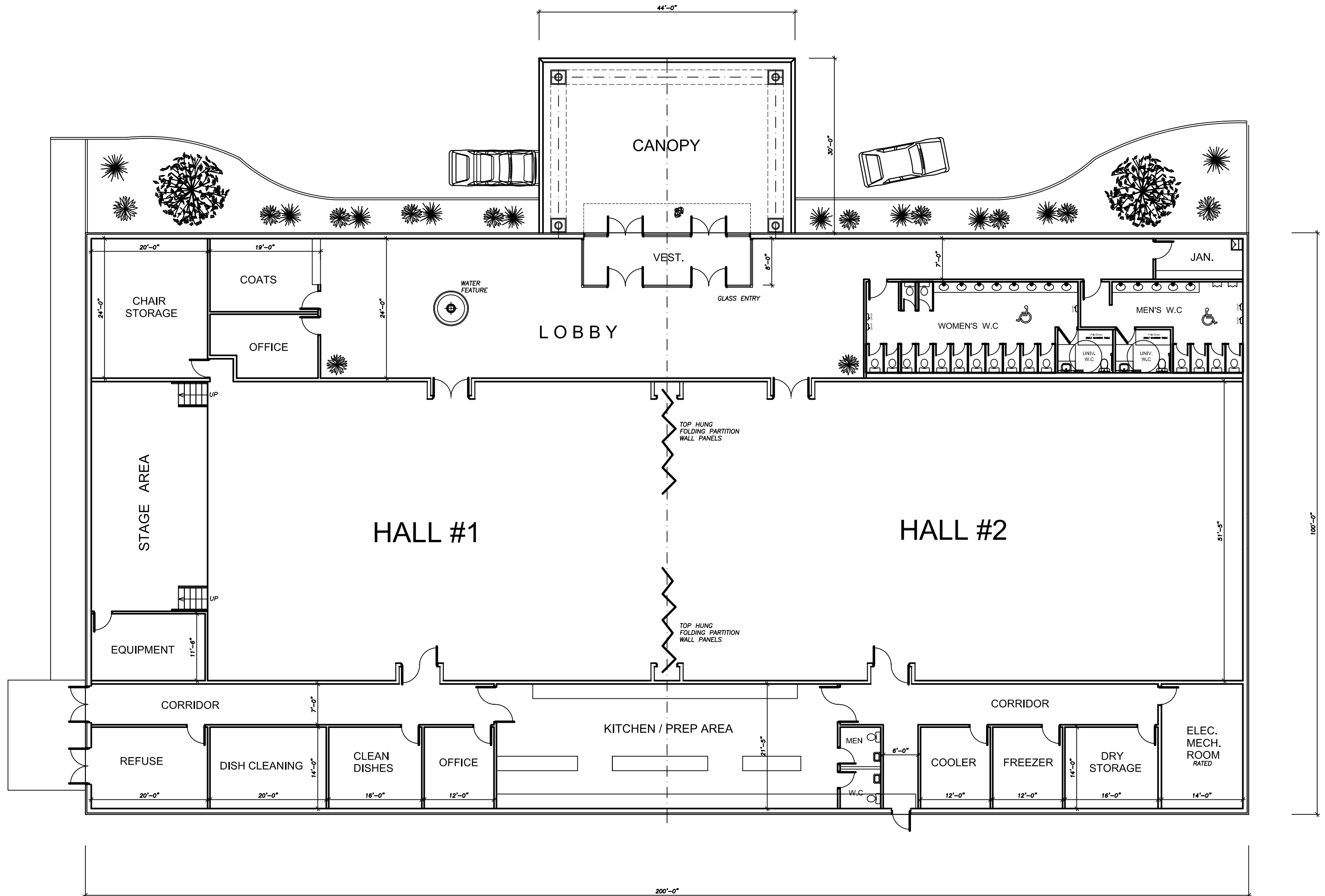


HOTEL: 2nd-4th FLOOR PLANS

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:



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 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 m², a four-storey motel with 71 guest rooms with a gross floor area of 892 m² 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).

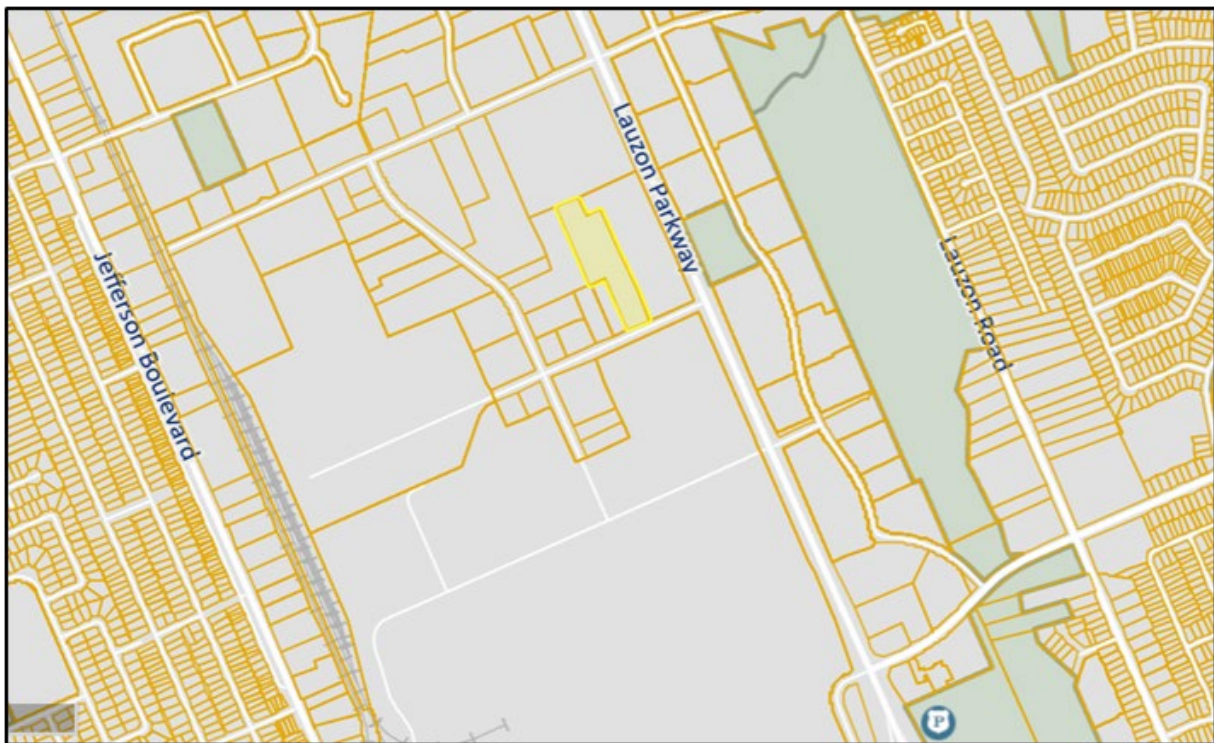


Figure 1 – Site Location (Source: City of Windsor GIS)

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 m² 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).

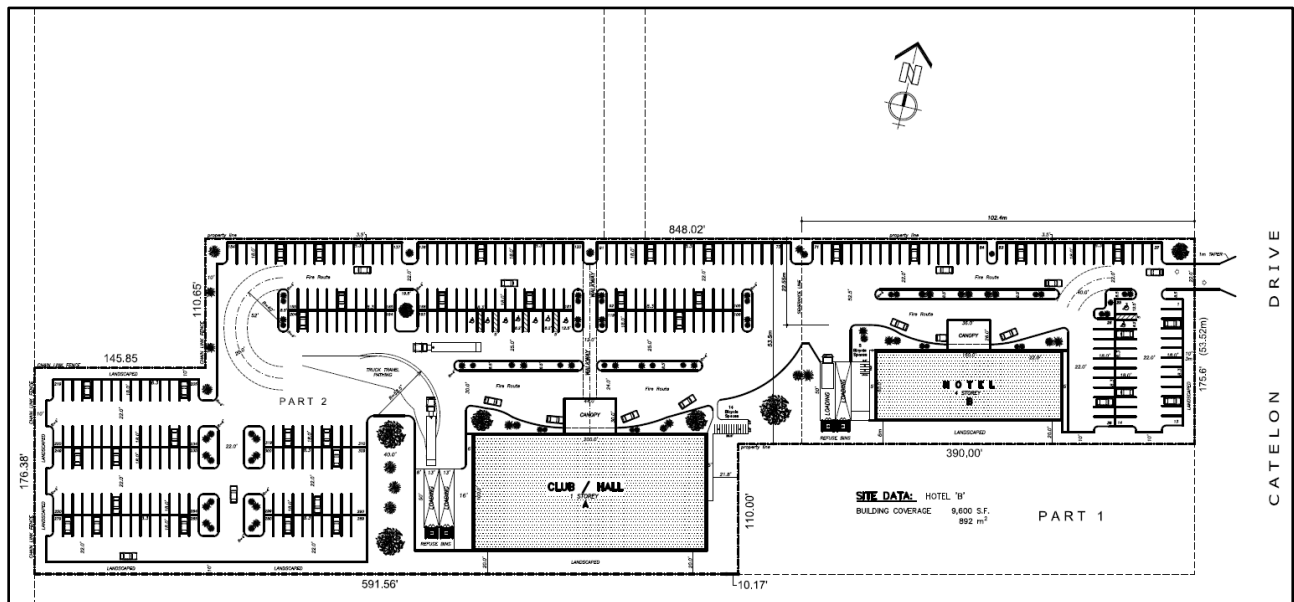


Figure 2a – Concept Plan

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 employment 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, 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;</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	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.	There are no residential uses abutting the Site.
2.8.1.3	In addition to policy 3.5, on lands within 300 metres of employment areas, development shall avoid, or where avoidance is not	The proposed development is appropriate for the Site and will not cause any concerns with the creation of noise, dust, or vibration.

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).

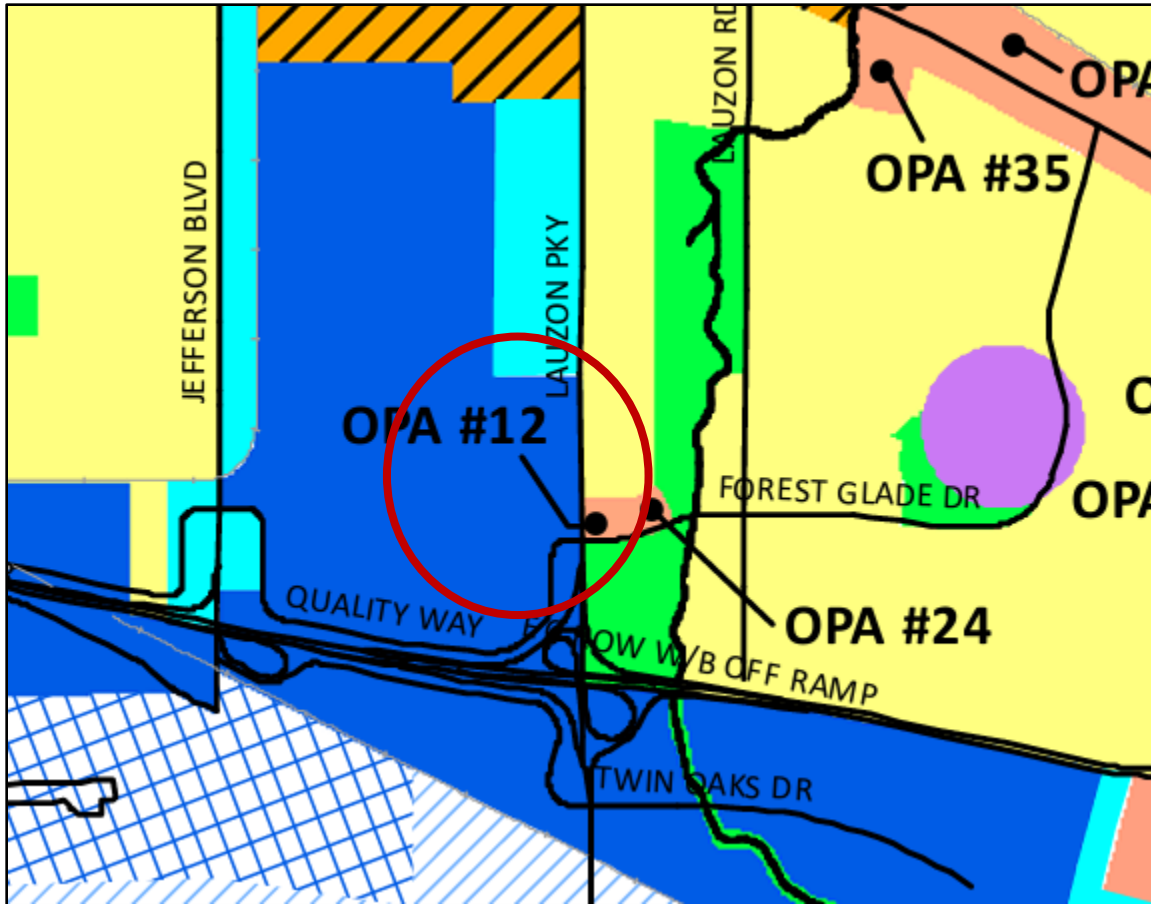


Figure 3a – City of Windsor OP, Schedule D

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, commercial, 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 Business Park 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) hotels or motels, provided that they meet all of the following criteria: (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) Clubs, 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).

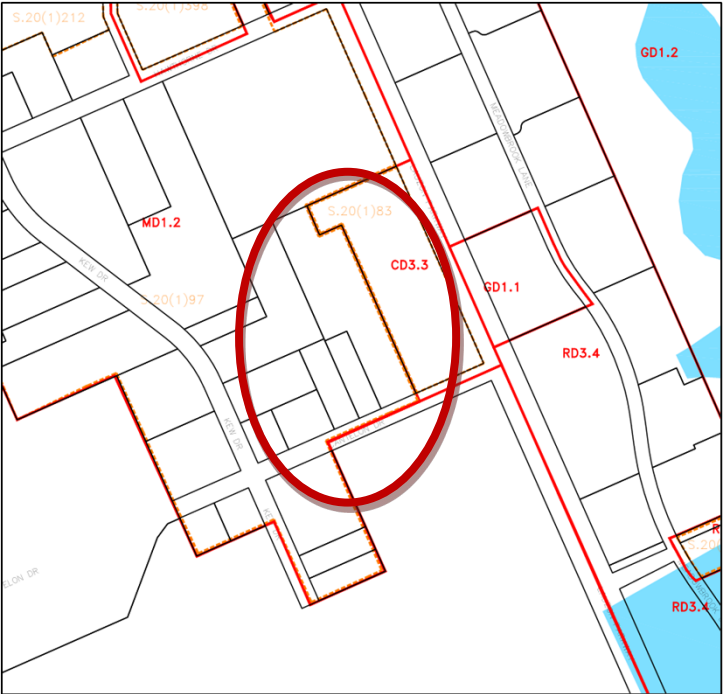


Figure 4a – City of Windsor Zoning Map 15

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 Hotel 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 Public Hall Public Parking Area Repair Shop – Light Restaurant Restaurant with Drive-Through Retail Store Service Station Temporary Outdoor Vendor’s Site Veterinary Office Warehouse Wholesale Store Workshop Existing Automobile Collision Shop Existing Industrial Use Existing Motor Vehicle Dealership Any use accessory to any of the above uses. An Outdoor Storage Yard is prohibited, save and except with the following main uses: Ambulance Service, Garden Centre, Temporary Outdoor Vendor’s			

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 ² GFA = 248 spaces Hotel/Motel - 1 for each guest room AND 1 for each 22.5 m ² 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 = 71 spaces Total combined = 319 spaces			
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 Total (4 Type A and 5 Type B) = 9	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 Total = 2+15.35 = 17.35 (18 rounded up)	14	5	Complies
Loading Space Minimum (non-residential) 24.40.1.9	Over 2,500 m ² to 7,500 m ² = 2	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

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

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

Required Drawing Revisions:

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

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. 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.

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 m², 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.

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 ²	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.

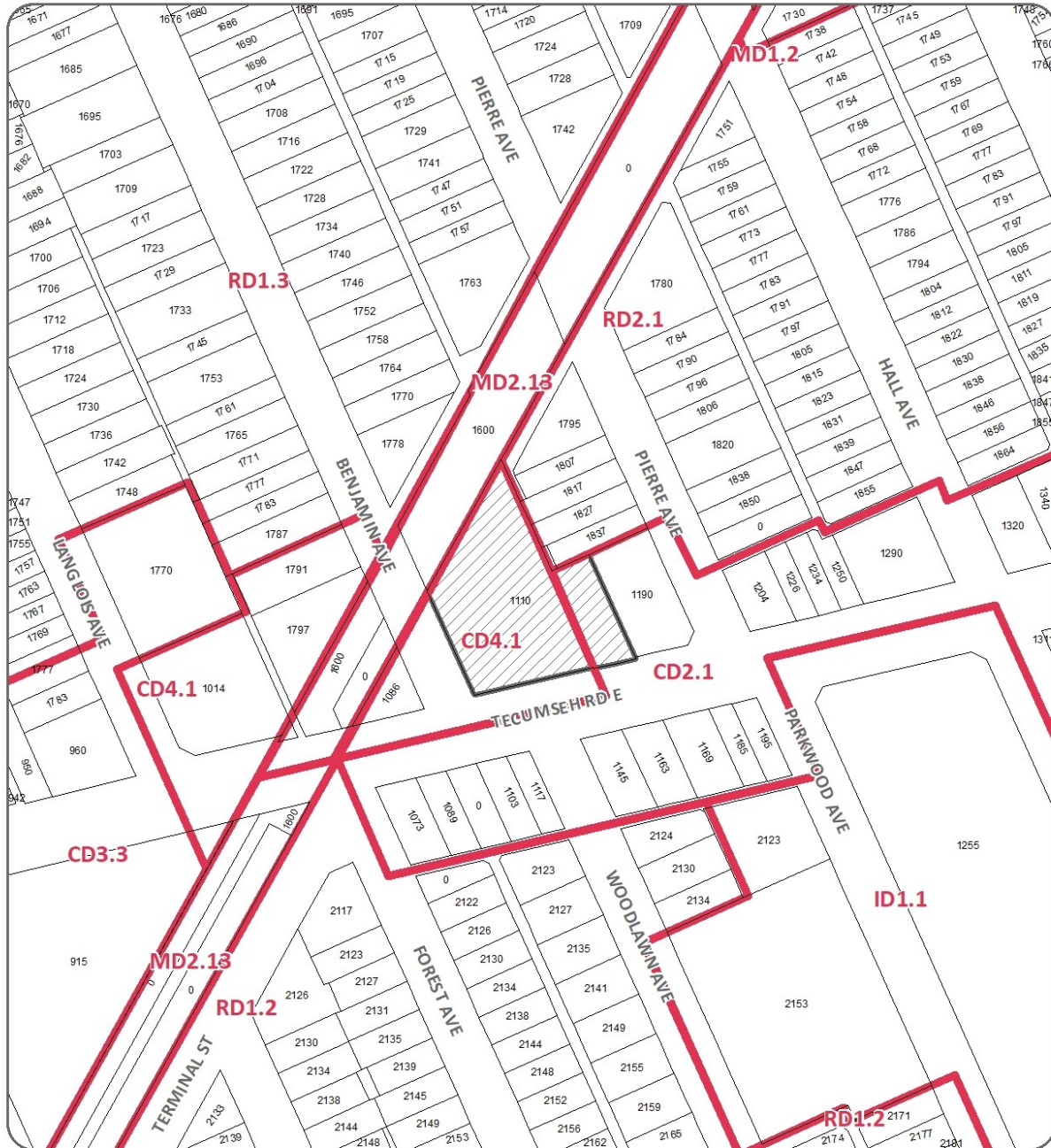
Figure 1: Key Map



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

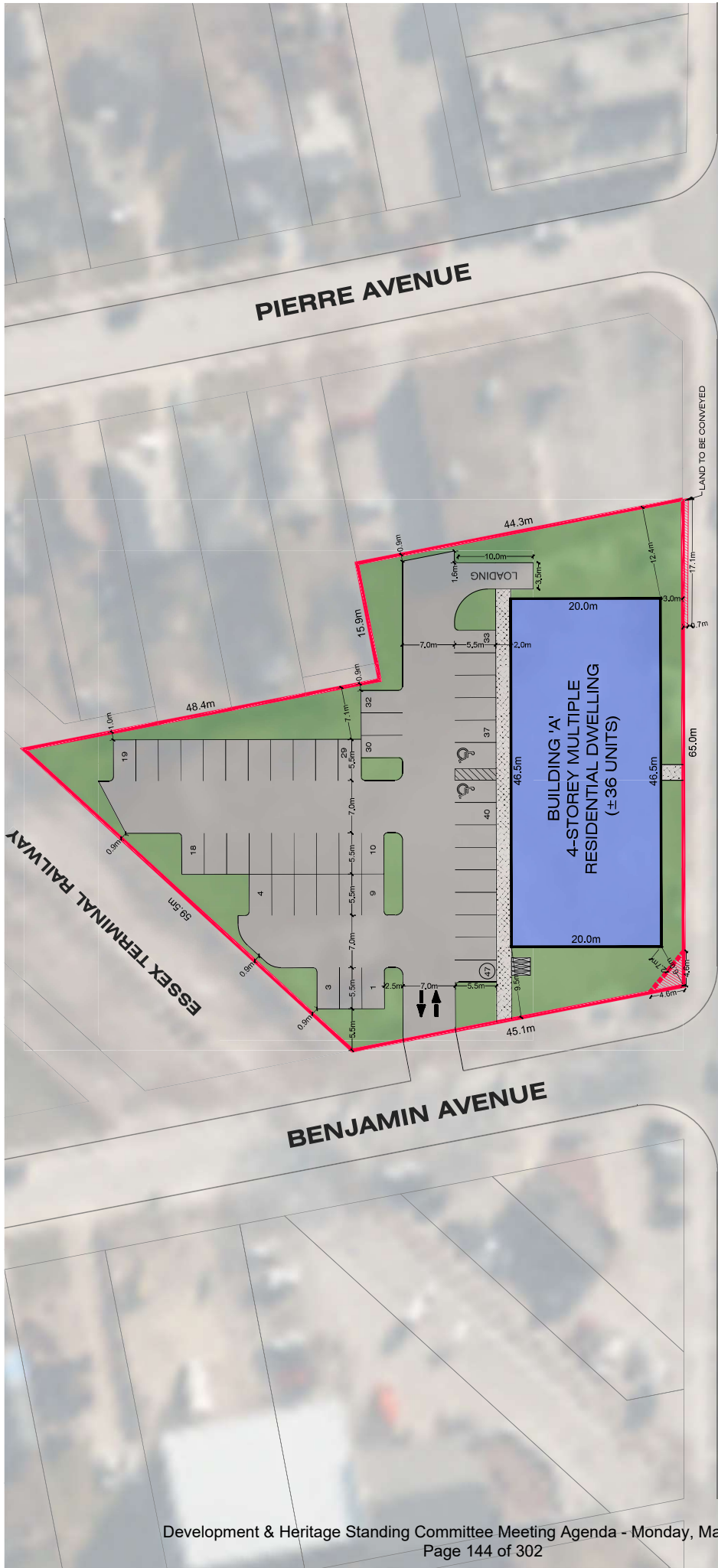
Name	Title
Aaron Farough	Senior Legal Counsel
Jelena Payne	Commissioner, Economic Development
Janice Guthrie for Joe Mancina	Chief Administrative Officer

Notifications:

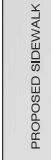
Name	Address	Email

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)



2652184 ONTARIO LTD.
 1110 TECUMSEH ROAD EAST

CONCEPTUAL DEVELOPMENT PLAN

MAP DRAWING INFORMATION:
 THIS DRAWING IS FOR INFORMATION PURPOSES ONLY.
 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:\projects\2024\1110\1110_2652184_2m\dm21110_2652184_1110
 tecumseh road east - concept plan - nov 2024.dwg
 November, 13, 2024 9:20 AM

SOURCE: THE COUNTY OF ESSEX INTERACTIVE MAPPING (2023)

PROPOSED SIDEWALK

PROPOSED LANDSCAPED AREA

PROPOSED MULTI-UNIT BUILDING (±36 UNITS)

SUBJECT AREA (± 0.39ha / 0.96ac)

LAND TO BE CONVEYED

SCALE: 1:500 (1:147)

PROJECT: 26-0228
 STATUS: DRAFT
 DATE: 11/13/2024

DILLOX CONSULTING

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

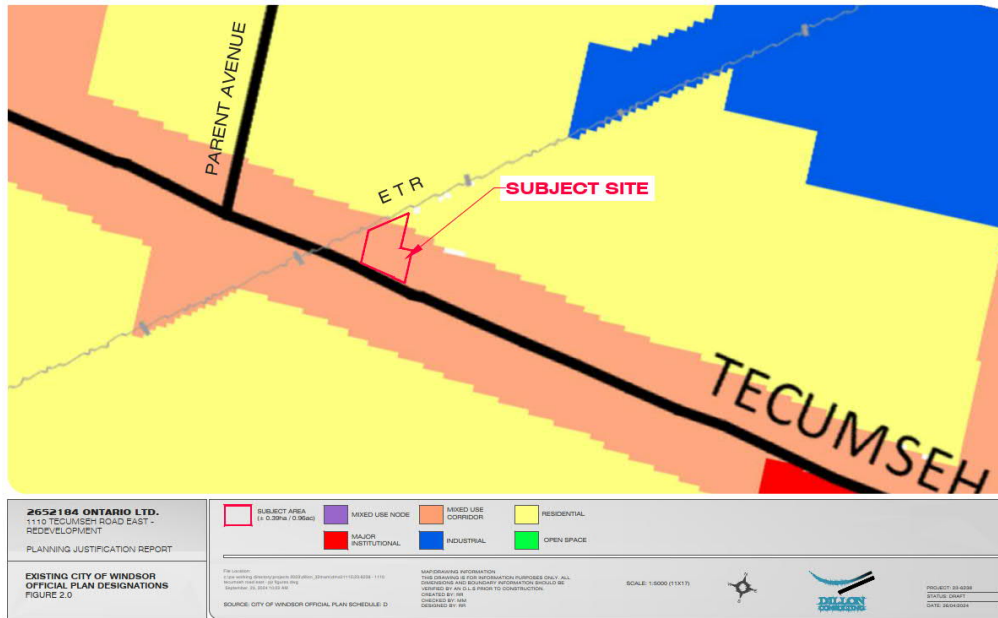
The Subject Site is designated as follows in the City of Windsor Official Plan, and the City of Windsor Zoning By-law 8600:

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



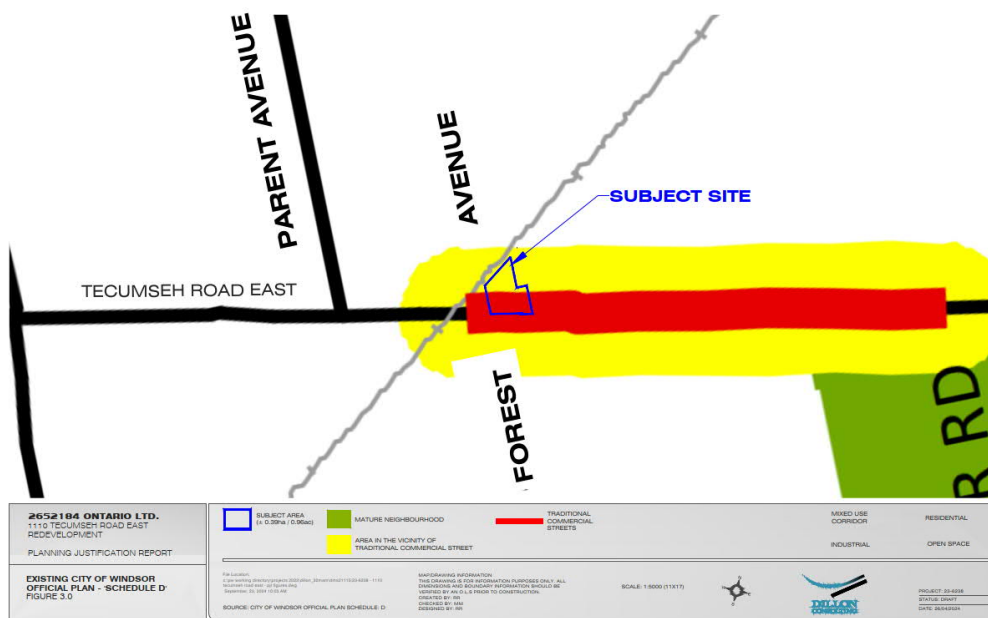
Source: City of Windsor Official Plan Schedule 'D', Prepared by Counterpoint Land Development by Dillon Consulting

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

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.

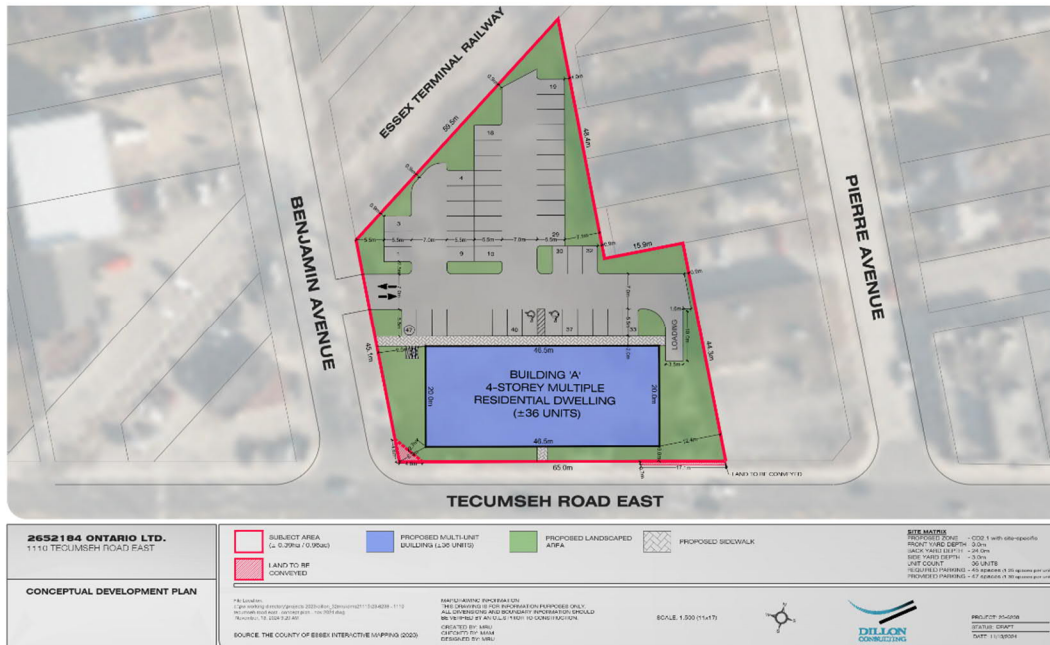
The total site area under application is 0.39 hectares (0.96 acres), having approximately 65.6 metres (215.22 feet) of frontage along Tecumseh Road East and 45.11 metres (148 feet) along Benjamin Avenue. A gas station and car wash were previously located on the parcel; however, the Subject Site is currently 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 m²;
- 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).

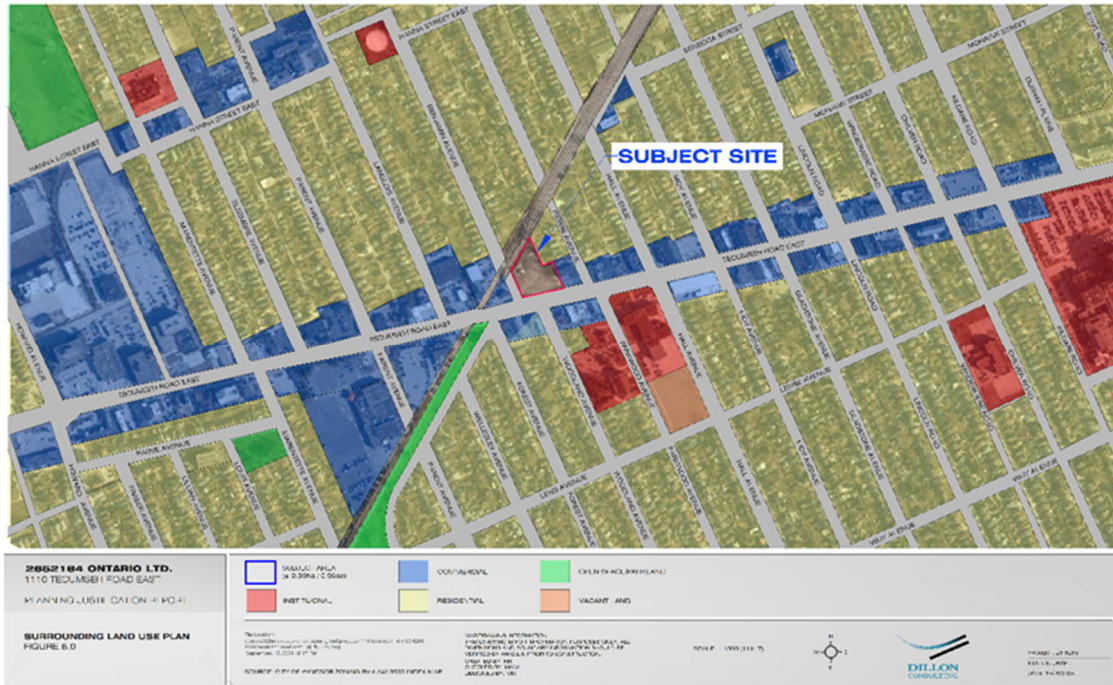
South

- **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
Permitted 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. 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 ²	Building Height – maximum 14.0 m Gross Floor Area – maximum Bakery or Confectionery – 550.0 m ²

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 ² per unit (166.0 m ² x 36 DU) = 5,976 m ²	3800 m ²
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 (Minimum Separation)	6.0 m	3.0 m (southwest corner)
S.25.5.20.1.6 – Parking area separation from a building wall containing a habitable room window or containing both a main pedestrian entrance and a habitable room window facing the parking area where the building is located on the same lot as the parking area	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 m² to 3,800 m² 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

Tecumseh Road East (Class II Arterial Road) and Benjamin Avenue (Local Residential Road) and is along a City Corridor. The Subject Site is well supported by the existing public transit bus route, and pedestrian sidewalks on both Tecumseh Road East and Benjamin Avenue.

Intensification should be prioritized in support of transit-supportive development (PPS, 2.4.3.1). The proposed development represents a compact land use pattern, which may reduce the number of vehicle trips required and supports alternative modes of transportation including public transit (OP, 7.2.1.5). The Subject Site makes efficient use of existing transportation infrastructure as it is located along the Tecumseh Road East right-of-way which supports an existing public transit route as well as existing pedestrian sidewalks (OP, 7.2.1.2). The accessibility of alternative modes of transportation may reduce vehicle dependency and enable residents to walk to their destinations, which could ultimately promote more active lifestyles and improve community health (OP, 4.2.1.2).

The transportation network that supports the Subject Site promotes a community with functional connectivity and interconnectedness (OP, 7.2.1.4). Convenient access to transit and other active transportation networks allows for the development of a multimodal transportation system which promotes connectivity among transportation systems, is efficient, cost-effective and reliable for existing and future residents (PPS, 3.2).

Transit stops along Tecumseh Road East will provide convenient public transportation access for residents of the proposed development. Residential intensification along City Corridors supports more frequent transit service and creates a symbiotic relationship between transit, pedestrians, and intensification (OP, 3.3.2). The location of the proposed residential development along Tecumseh Road East represents transit-supportive development, linking the development to other areas along higher order transit corridors (OP, 7.2.2.20 & 7.2.2.25).

The proposed development has access to barrier free and convenient walking conditions that will allow residents to have safe access to community amenities and services without the dependence on vehicle ownership (OP, 7.2.3.1). Safe and accessible pedestrian movement will be encouraged through the existing sidewalks along Tecumseh Road East and Benjamin Avenue. The proposed development will include an integrated design that promotes a barrier-free pedestrian route further improving neighbourhood connectivity (OP, 8.4.1.1).

The Essex Terminal Railway abuts the Subjects Site to the north, and therefore requires a noise study, vibration study, consultation with the railway company, and the incorporation of safety and mitigation measures such as setbacks, berms and security fencing to ensure the safety of residents and the railway (OP, 7.2.8.8 (a)(b)(c)(d)). The proposed development will incorporate safety measures and consult with the appropriate railway company (Essex Terminal Railway) prior to the finalization of the noise and vibration study and any construction on site (OP, 7.2.8.10 & 7.2.8.11).

The proposed development provides 47 parking spaces, in the form of a surface parking lot, to support of the multiple dwelling residential building. The proposed parking spaces are in accordance with the required minimums in the City of Windsor Zoning By-law 8600 as well as all required accessible, bicycle and loading spaces provided.

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 30th, 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 m²;
- 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

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.

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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.

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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

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 lmarshall@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 WIDSOR – 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

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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 MEHRILLOU

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.

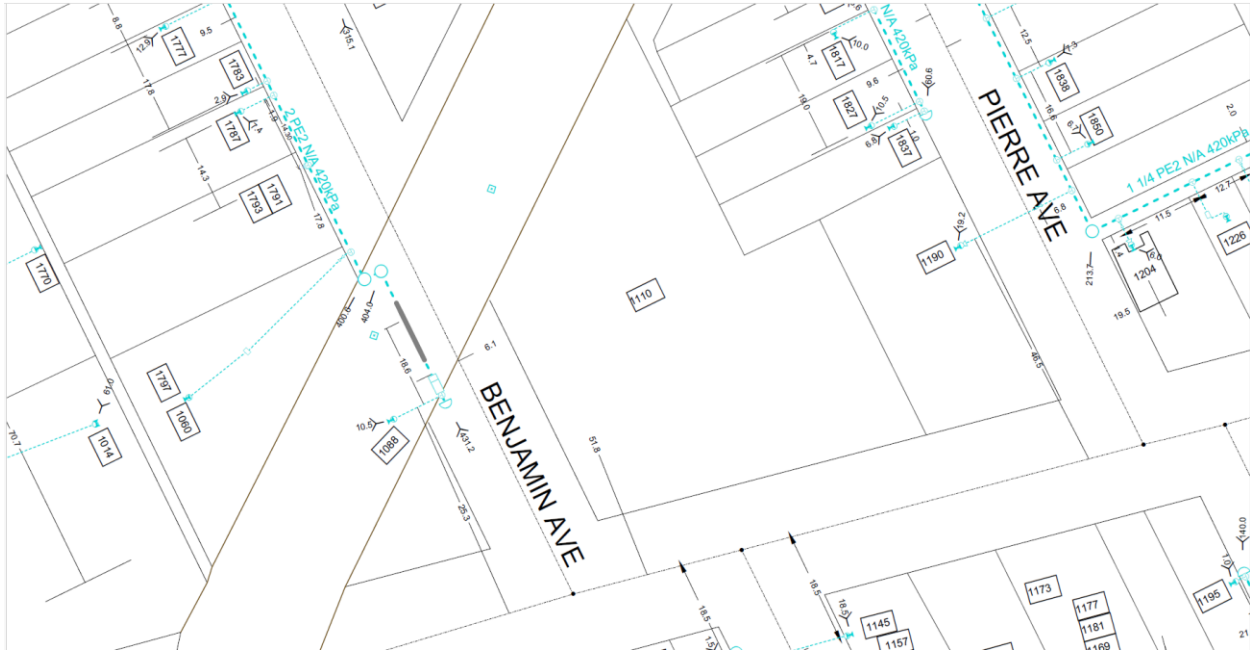
Also, please note the following should you find any abandoned infrastructure in the area:

- 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

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- 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.

Subject: Proposed Official Plan Residential Corridor Land Use Designation - City Wide

Reference:

Date to Council: March 3, 2025
Author: Frank Garardo, MCIP, RPP
Planner III – Policy and Special Studies
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Planning & Building Services
Report Date: 2/11/2025
Clerk's File #: Z2025

To: Mayor and Members of City Council

Recommendation:

THAT the report of the Planner III – Policy and Special Studies dated February 11, 2025 entitled “Proposed Official Plan Residential Corridor Land Use Designation-City Wide” **BE TABLED** at the Development & Heritage Standing Committee meeting to allow for further discussion and input regarding the proposed Official Plan policies prior to formal consideration by the Standing Committee and Council..

Executive Summary:

The City of Windsor is advancing a new Residential Corridor land use designation within its Official Plan to support intensification in alignment with provincial and municipal growth objectives. This initiative follows the completion of intensification studies undertaken as part of Interim Control By-law 103-2020, which temporarily paused multi-unit residential development to allow for further study. These studies identified key locations within the city that can accommodate additional residential density, provided strategies for guiding growth, and assessed how to ensure compatibility within existing neighbourhoods. The findings support directing multi-residential growth to areas with strong transit networks, accessible services, and adequate infrastructure while ensuring an appropriate transition with surrounding areas.

The proposed Residential Corridor designation aims to focus exclusively on housing to optimize infrastructure use, promote residential intensification (e.g. townhouses, stacked rowhouses, and mid-rise apartments), and provide connectivity between mixed-use areas and residential neighbourhoods. The designation is intended to direct growth along arterial and collector roads where frequent transit service is available, helping to increase the range and mix of housing options. The initiative also responds to the Provincial Planning Statement (PPS) 2024, which came into effect on October 20, 2024,

and mandates that municipalities facilitate intensification and housing diversity. The PPS identifies Strategic Growth Areas, including corridors and nodes, as priority locations for higher-density residential and mixed-use development. Windsor's adoption of the Residential Corridor designation aligns with these directives by refining the city's intensification framework to focus growth in appropriate locations.

Policy refinements will expand the city's Intensification Priority Areas to include Residential Corridors, ensuring a balanced transition between higher-density mixed-use areas and low-density residential neighbourhoods. The policy will implement design guidelines that address height, massing, setbacks, and landscape buffering to maintain compatibility. Additionally, zoning by-law updates will help streamline approvals for developments that align with the city's housing strategy.

The Residential Corridor designation is expected to deliver multiple benefits, including encouraging a diverse range of housing options to accommodate different household needs, promoting walkability and transit use by focusing growth along well-served corridors, reducing development pressures on established low-density neighbourhoods, and ensuring sustainable urban expansion. The designation will provide predictability for developers, city staff, and residents by outlining clear policies for intensification that take into account the surrounding neighbourhood character.

Future updates to the Official Plan and Zoning By-law will ensure consistency with Windsor's broader intensification strategy and compliance with provincial directives. The Residential Corridor designation represents a proactive approach to managing growth by fostering complete communities, enhancing housing supply, and optimizing land use while maintaining a high quality of life for Windsor residents.

Background:

On July 13th, 2020, Council approved Interim Control By-law 103-2020 (MRICBL) which paused development on all lands, buildings, and structures for a Group Home, Shelter, Lodging House, and multi-unit residential with five or more dwelling units, unless exempted in the Interim Control By-law, in order to conduct intensification studies. Council approved an extension to By-law 99-2021 on May 18, 2022 for an additional year. The Interim Control By-law was lifted in July 2022 (By-Law 101-2022) with the adoption of an intensification framework in the City of Windsor Official Plan.

To support this initiative, the City engaged a consortium of consultants made up of Municipal Planning Consultants, The Planning Partnership and The Altus Group (the "consultants") to undertake intensification studies to determine the following:

- The appropriate locations within the city that can accommodate additional residential density;
- How to appropriately guide growth to those geographic areas;
- The extent to which a designated area can accommodate growth; and
- How to ensure compatibility within the existing neighbourhood context;

To address the above items, the consultants completed reports on Demographics and Economic Analysis, Multi-Residential Interim Control By-Law Study, and Intensification Guidelines. Some of the recommendations have already been implemented through Official Plan amendments, while others are part of the City's ongoing work program.

Key Findings

The MRICBL Study led to several key findings and recommendations, primarily focused on enabling mixed-use (including multi-unit residential) development along public transit corridors and nodes (major intersections and concentrated land use areas). The reaction from the development community was considered to be supportive, as the resulting amendments sought to streamline the development process by removing the need for Official Plan amendments in some areas of the City.

Key findings include:

- Multi-residential growth should be directed to areas of the city that have:
 - Strong transit and transportation networks
 - Goods and services within walking distance
 - Adequate municipal services
 - Limited development constraints
- To facilitate development in these areas, the following strategies should be employed:
 - Reducing uncertainty in planning approvals by providing clear guidelines
 - Investing in infrastructure improvements, such as Community Improvement grants and land rezoning

Promoting development in designated areas will help reduce pressure for changes in other parts of the city, particularly in local neighbourhoods and surrounding areas.

Intensification Framework

Enabling infilling and intensification within the city aligns with both provincial and municipal objectives. A comprehensive approach to residential intensification provides clarity and certainty for developers and neighbourhoods. The City has a responsibility to identify areas where intensification is appropriate and where more significant planning is necessary. Fundamental principles for this framework include recommendations from the Multi-Residential Interim Control By-law Study Background Report. The framework encourages growth in suitable areas while ensuring compatibility and transition with surrounding neighbourhoods.

At its February 10, 2025 meeting, Council received an update report about the Provincial Planning Statement (PPS), 2024 that came into effect on October 20, 2024. The Provincial Planning Statement is a policy statement issued under the authority of section 3 of the Planning Act, and explicitly states that planning authorities must ensure that all decisions regarding land use planning, development approvals, and municipal planning documents are consistent with the PPS.

All of the policies that fall under Section 2.2 Housing of the PPS are written as specific Provincial directives, with the expectation that municipalities increase the range and mix of housing options and densities across the city.

The PPS 2024 amends the PPS 2020 Housing Policies so that planning authorities shall provide for an appropriate range and mix of housing options and densities by, among other things, permitting and facilitating all types of residential intensification and development, and introduction of new housing options within previously developed areas, and redevelopment which results in a net increase in residential units (Policy 2.2.1.b).

Provincial Planning Statement 2024 now imposes general policies for strategic growth areas defined as:

areas, nodes, corridors, and other areas that have been identified by municipalities to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form.

The recommendations from the PPS report recognized that Planning Authorities across Ontario will have to further review and refine existing planning documents including Official Plans and Zoning by-laws. Some of the future policy updates described in this report included:

- Expanding on the existing Intensification Framework of mixed-use centres, nodes and corridors by establishing residential corridors and identifying all of them as Strategic Growth Areas;
- Refining the existing corridors and nodes within strategic growth areas which provide an appropriate type and scale of developments;
- Implementing Intensification Targets within designated growth areas;
- Reviewing and updating Chapter 3: Urban Growth Strategy of the Official Plan to identify the Designated Growth Areas (Sandwich South) and Strategic Growth Areas (centres, nodes and corridors), and to establish density and intensification targets respectively;
- Reviewing and updating Chapter 6: Land Use of the Official Plan to implement the Strategic Growth Areas and to ensure compatible intensification of the Strategic Growth Areas and neighbourhoods; and,
- Reviewing and updating the Additional Dwelling Unit (ADU) Official Plan policies and Zoning Bylaw regulations based on monitoring development activity and to comply with the recently released Ontario Regulation 462/24 (November 20, 2024).

At the February 10, 2025 Council meeting; Council approved the following recommendation to review the existing intensification framework to include residential corridors as follows:

THAT administration BE DIRECTED to review and refine Windsor's existing intensification framework of mixed use centres, nodes and corridors to include residential corridors and identify all of the areas

identified for intensification as Strategic Growth Areas in conformity with section 2.4.1 of the Provincial Planning Statement, 2024...

The Provincial Planning Statement (PPS), 2024 is a streamlined province-wide land use planning policy framework that replaces the previous Provincial Policy Statement 2020, and A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019 (the Growth Plan), while building upon housing-supportive policies from both documents.

Discussion:

Implementation

The framework for the above recommendations has been integrated into the Official Plan through Official Plan amendment 159, which outlines an intensification strategy and corresponding guidelines. Other recommendations remain part of the City’s ongoing work program.

The Official Plan implements a macro policy direction around infill and intensification. This policy direction focuses intensification to areas that can support it and where it is most appropriate – places that have access to transit, goods, services, and infrastructure. The intensification has been guided to “Intensification Priority Areas” made up of Mixed-Use Centres, Mixed-Use Corridors and Mixed-Use Nodes.

Currently, the Official Plan (OPA 159) provides a one-size-fits all approach to intensification across all identified “Intensification Priority Areas”. However, recognizes the need for flexibility by adopting the corresponding City of Windsor’s intensification/Design guidelines. These guidelines recognize that neighborhoods across the City vary, and therefore, intensification should be tailored to the specific needs and characteristics of each area. The policies and regulations guiding development should reflect this diversity. Below is a summary of previous phases of work completed as part of the Official Plan residential intensification projects within the City of Windsor:

<p><u>Regional Centres become Mixed Use Centres</u></p>	<ul style="list-style-type: none"> • Permit Medium and High profile residential and mixed-use buildings. • The Zoning By-law would utilize separate zones to regulate the height of buildings adjacent to low profile residential uses, ensuring an appropriate transition • Design Guidelines will provide additional development details/examples
<p><u>Mixed Use Corridors</u></p>	<ul style="list-style-type: none"> • Permit Medium and High profile residential buildings • Parkland dedication and Parking requirements revised to encourage intensification • The Zoning By-law to regulate height adjacent to low profile residential areas, ensuring an appropriate transition

	<ul style="list-style-type: none"> • Direction regarding permitting non-residential uses on ground floor or requiring non-residential uses on the ground floor would be included in policy • The Zoning By-law to regulate areas where ground floor non-residential uses are required. • Design Guidelines will provide additional development details/examples
<i>Mixed Use Nodes</i>	<ul style="list-style-type: none"> • Permit medium profile buildings up to 20 m • The Zoning By-law to regulate height adjacent to low profile residential areas, ensuring an appropriate transition • Require 50 per cent of ground floor facing arterial or collector roads to be non-residential uses. • Parkland dedication and Parking requirements revised to encourage intensification • Zone Nodes to permit residential and mixed use areas • Design Guidelines will provide additional development details/examples
<i>Low Profile Residential Areas – Stable Neighborhoods</i>	<ul style="list-style-type: none"> • Policies to protect character through limits of gross floor area and height • Zoning By-law revised to include maximum height (9.0 m) and • Maximum gross floor area (400 sq m) • Require design brief as part of application process to define character and demonstrate compatibility • Design Guidelines will provide additional development details/examples
<i>Design Guidelines - to address built form and transition in heights</i>	<ul style="list-style-type: none"> • City of Windsor Intensification as the Design Guidelines referenced in the Official Plan to evaluate Infill and Intensification development proposals.

Growth Strategy/Strategic Growth Areas

In October 2024, the Provincial Planning Statement 2024 was released and implements a series of changes regarding planning for future growth. The PPS introduces new land-use planning rules designed to provide municipalities with the tools and flexibility needed to meet housing targets while addressing local challenges and priorities. Notably, the PPS introduces policies for strategic growth areas that emphasize complete communities, a range and mix of housing options, and intensification goals.

The PPS 2024 emphasizes the need for municipalities to promote growth within Strategic Growth Areas, which include areas, nodes, and corridors served with frequent transit, similar to the existing “intensification priority areas” identified in the City of Windsor Official Plan.

Planning authorities are encouraged to identify and focus growth and development in strategic growth areas. *(Policy 2.4.1) Planning authorities should:*

- a) Prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;*
- b) Identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;*
- c) Permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;*

Additionally, the PPS 2024 introduces Policy 2.4.3, which mandates that planning authorities plan for intensification on lands adjacent to existing and planned frequent transit corridors. *“Frequent transit” is defined as public transit services that run at least every 15 minutes in both directions, throughout the day and into the evening,...”*

Work Programs

These Provincial directives are in keeping with the City of Windsor’s existing focus on intensification priority areas, reinforcing the City’s ongoing efforts to promote development within corridors with access to transit, goods, services, and optimizing infrastructure.

As a continuation of Provincial legislation and part of an ongoing work program for the City; Official Plan amendments will continue to be undertaken to provide refinements within the existing growth strategy and intensification framework.

As an initial step, amendments will be initiated for land uses that relate to intensification priority areas within the City. Policy refinements and a new land use designation is being proposed, which would facilitate housing options and densities in areas that can support it, while taking into consideration the transition of built form to adjacent areas and key provisions within the City of Windsor Intensification/Design Guidelines. A Residential Corridor land use designation and draft policy is being proposed.

The proposed policy objectives:

- Focus exclusively on housing
- Revisit existing intensification priority areas where surrounding land uses are predominately residential
- Focus on areas which include frequent transit
- Provide connectivity between mixed-use areas and neighbourhoods
- Provide guidelines for residential intensification on corridors where the surrounding land uses are primarily low profile residential

- Increase the range of housing options and densities to be realized through redevelopment, while taking into consideration the surrounding neighbourhood characteristics
- Provide objectives for modest intensification in areas which exhibit a characteristic lotting and/or development profile (i.e existing developed residential lot patterns)
- Provide opportunity for higher density intensification in areas which exhibit a characteristic lotting and/or undeveloped profile (i.e existing larger undevelopment lot patterns)
- Focus on residential redevelopment within corridors (Arterial and Collector roads) to increase housing options and facilitate the transition of built form to adjacent areas
- Focus on a net increase in residential units to facilitate intensification and infill development in existing areas of the city by reducing the requirement for development applications in some circumstances.
- Continue to implement the recommendations from OPA 159, while providing further direction in the policy as they relate to the adopted City of Windsor intensification/design guidelines and built form
- Provide predictability for applicants, the City, and stakeholders, by providing consistent direction about the criteria for the design of proposed development
- Provide opportunities for clarity and streamlining applications
- Provide policy objectives for the expansion of growth areas to accommodate future growth. Policies can be expanded to future areas within the City of Windsor
- Expand on Provincial direction for identifying strategic growth areas within the City of Windsor Official Plan.

Benefits of Establishing the Residential Corridor Designation

The Residential Corridor Land Use Designation in the Official Plan would serve as a key policy tool to facilitate a gradual transition between high-intensity Mixed-Use Nodes and Corridors and established lower-density residential neighborhoods. Through well-defined policies, it enables a balanced approach to growth by introducing moderate-density housing types, such as townhomes, stacked rowhouses, and mid-rise apartments, in strategically located corridors. These policies help prevent abrupt shifts in building height and density by promoting context-sensitive development that complements surrounding areas. Design guidelines ensure that setbacks, step-backs, landscaping, and architectural treatments create a smooth visual and functional transition, maintaining neighborhood character while supporting increased housing diversity. Additionally, Residential Corridor policies emphasize enhanced connectivity, pedestrian-oriented design, and transit access, reinforcing walkability and reducing reliance on private vehicles. By providing a structured framework for density increases while preserving livability, the Residential Corridor designation plays a crucial role in promoting sustainable, well-integrated growth within the urban fabric.

- Encourage a range of housing types, including townhomes, stacked rowhouses, mid-rise apartments, and live-work units, to accommodate different household needs.
- Support affordable housing opportunities by allowing increased density in well-served areas while maintaining livability.
- Promote aging-in-place strategies by integrating housing options that support seniors, young professionals, and families.
- Establish gradual transitions from high-intensity Mixed-Use Nodes and Corridors to lower-density residential neighborhoods.
- Prevent abrupt shifts in building height, density, and activity levels by integrating medium-density housing such as townhouses and low-rise apartments.
- Use landscaping, setbacks, and architectural design to maintain compatibility with adjacent areas.
- Facilitate moderate-density growth in areas with strong transit connectivity and access to community amenities.
- Reduce development pressures in established neighborhoods by directing growth to designated corridors.

Residential Corridor Range of Permitted Uses

The Residential Corridor land use designation aims to support the development of housing options while respecting the character of existing residential areas. The permitted uses focus on residential forms that complement the surrounding areas including low profile residential development and smaller multiple dwellings. The Residential Corridor would recognize existing low profile residential uses to not create legal-non-conforming circumstances, while permitting an increase in density. The policy would include some flexibility for permitting medium and higher density development within residential corridors in carefully considered circumstances, particularly where there is opportunity for growth without disrupting the established parcel fabrics.

Uses permitted in the Residential Corridor land use designation are generally low-profile residential uses, as well as institutional uses that are generally no more than three stories height.

In addition to the permitted uses in a Residential Corridor; Council may permit medium and high-density residential development and profiles provided:

- The proposal is located within a largely undeveloped area which does not have a characteristic lot or development profile;
- Council is satisfied that the proposal provides appropriate transitions to abutting lower scale development are established. Appropriate transitions may be achieved through the implementation of regulatory techniques including, but not limited to new height limitations, enhanced building setbacks and step backs, enhanced landscape buffers and planting requirements and/or the implementation of an angular plane;

- The proposal is located on a site of suitable size for the proposed development, and shall provide adequate landscaping, on-site amenity features and spaces, on-site waste pickup, on-site parking, buffering and on-site stormwater management features.

Examples of Residential Corridors Structures (Appendix A)

- Wyandotte Street East (Fairview Blvd intersection)
- St Anne's Arms/Lesperance Road samples (Tecumseh)
- Walker Road - Walkerville Stones

Where they would be

The Residential Corridor designation is intended to guide development in areas where growth can be thoughtfully integrated with existing infrastructure. Residential Corridors are ideally located on certain collector and arterial roads where full municipal services and frequent transit opportunities are available or planned to be available. Furthermore the locations should be well positioned to connect to mixed use areas, ensuring that development serves as a transition from low density residential areas to higher density mixed use areas.

Residential Corridor development shall be located where:

- there is direct access to Class I or Class II Arterial Roads or Class I Collector Roads;
- full municipal physical services can be provided; and
- there is a logical connectivity to Mixed Use Corridors, Mixed Use Nodes, and Mixed Use Centres
- can create gradual transitions between lower-density neighbourhoods and higher-density mixed use centres, mixed-use nodes, and mixed-use corridors;
- public transportation services and alternative forms of transportation are accessible; available or are planned to be available;

Evaluation Criteria

The purpose of the evaluation policies is to provide a framework for assessing new developments within a residential corridor. The policies outline considerations and criteria to be used when reviewing development applications. The policy reflects an evaluation based on certain criteria including the existing parcel fabrics as it relates to lot sizes, lot depths, massing, and the relationship to adjacent buildings. Proposed evaluation criteria includes consideration of the following:

- compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and landscaped areas;
- the relationship of the proposed lot(s) with the lot pattern and configuration within the neighbourhood;
- the consideration of transitions in height and density to adjacent buildings;

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

- feasible having regard to the other provisions of this Plan, provincial legislation, policies and appropriate guidelines and support studies for uses:
 - within or adjacent to any area identified on Schedule C: Development Constraint Areas and described in the Environment chapter of this Plan;
 - within a site of potential or known contamination;
 - where traffic generation and distribution is a provincial or municipal concern; and
 - adjacent to sensitive land uses and/or heritage resources.
- in keeping with the goals, objectives and policies of any secondary plan or guideline plan affecting the surrounding area;
- capable of being provided with full municipal physical services and emergency services;
- provided with adequate off-street parking;
- compatible with adjacent land uses including matters such as shadowing, overview, noise, lighting, traffic, and other nuisance effects;
- compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and landscaped areas;
- the relationship of the proposed lot(s) with the lot pattern and configuration within the neighbourhood;
- the consideration of transitions in height and density to adjacent buildings;

Extending or Establishing New Corridors

As the City of Windsor continues to experience growth and development pressures, the need for new or extended Residential Corridors will become more evident. The expansion or extension of new Residential Corridors will be carefully considered to ensure that they align with the overall vision of the Official Plan. The policies for establishing or extending new Residential Corridors reflect the following considerations:

Council will only designate or extend a Residential Corridor when the Municipality is satisfied that:

- there is demonstrated market demand for residential development, and the need for diverse housing options;
- new forms of residential development can be achieved in a way that is compatible with the surrounding neighbourhood;
- the environmental, traffic, and infrastructure impacts can be addressed;
- It can be coordinated with major infrastructure improvements along the proposed corridor;
- existing Residential Corridors have seen significant progress towards intensification;
- expansion will provide continuity and not impact existing lotting patterns;

- the area represents a logical extension of growth for the corridor, and can appropriately integrate with existing development

Design Guidance – Compatibility

In planning terms, compatibility refers to the ability of land uses or developments to coexist, even when they are not identical or similar. The definition of “compatible” most often referred to can be found in *Motisi v. Bernardi*, 1987 CarswellOnt 3719, (1987) O.M.B.D. No. 2, 20 O.M.B.R. 129:

Being compatible with is not the same thing as being the same as. Being compatible with is not even the same thing as being similar to. Being similar to implies having a resemblance to another thing; they are like one another, but not completely identical. Being Compatible with implies nothing more than being capable of existing together in harmony.

In evaluating development proposals within a Residential corridor, the design policies are intended to foster development that is compatible and complementary to the existing characteristics. The design guidance focuses on connectivity to mixed use areas, site orientation, pedestrian-friendly design, and minimizing disruptive traffic impacts.

The following guidelines shall be considered when evaluating the proposed design of a development within a Residential Corridor:

- the ability to achieve the associated policies as outlined in the Urban Design chapter of this Plan;
- the provision of appropriate landscaping or other buffers to:
 - enhance all parking lots, and outdoor loading and service areas; and
 - enhance the separation between the use and adjacent sensitive uses, where appropriate;
- where possible, parking is located in the rear of the buildings to create continuous building facades adjacent to the street;
- Council will encourage Residential Corridor development to provide a continuous street frontage and presence.
- measures are taken in site design which provide for ease of access for pedestrians between the public sidewalk and building main entrances in a manner which is distinguishable from access provided for vehicles;
- minimize the number of vehicular access points to the adjacent Class I or Class II Arterial Roads or Class I Collector Roads;
- Council will adopt Design Guidelines that will assist in the design and review of development applications in a manner that will ensure implementation of these policies;
- Council may adopt a Special Policy Areas to provide additional detail for addressing specific planning issues affective or characterizing a defined Residential Corridor.

In addition to the above design guidelines, Council may go beyond the residential corridor and address specific planning issues or unique characteristics within a particular residential corridor. The use of Special Policy areas and section 20 zoning provisions could provide additional guidance on addressing development challenges.

Provincial Planning Statement (PPS) 2024

The Provincial Policy 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.

The vision of the PPS focuses growth and development within urban settlement areas, that land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns. Planning authorities are encouraged to permit and facilitate a range of housing options, including residential intensification, to respond to current and future needs. Land use patterns should promote a mix of housing, including opportunities for infill and intensification that support a broad range of housing options. Specific Provincial Policy that applies to housing and growth are summarized below.

2.1 Planning for People and Homes

Policy 2.1.6 states:

Planning authorities should support the achievement of complete communities by:

- a) accommodating an appropriate range and mix of land uses, housing options, 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; and*
- c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*

Land use policies would focus on residential intensification, further diversifying the range and mix of housing options available within the City of Windsor. Intensification could provide more options for individuals who wish to live or remain within the Planning Areas however prefer an alternative form of housing.

2.2 Housing

Policy 2.2.1 states:

Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

- c) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*
- d) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*

Official Plan policies will continue to guide intensification to areas which optimize the existing municipal infrastructure and public service facilities, and avoid unnecessary land consumption.

Policy 2.2.1(b)(2) states that: *all types of residential intensification, including the ..., development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*

Official Plan policies would focus on providing a range of housing and opportunities for net increase in residential units.

2.3 Settlement Areas and Settlement Area Boundary Expansions

2.3.1 General Policies for Settlement Areas

2.3.1.1 - *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.*

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*

2.3.1.3 - *Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.*

Official Plan policies will continue to allow for the redevelopment of lands within settlement areas through intensification, optimizing existing municipal infrastructure and public service facilities, and avoiding unnecessary land consumption.

2.4 Strategic Growth Areas

2.4.1 General Policies for Strategic Growth Areas

Planning authorities are encouraged to identify and focus growth and development in *strategic growth areas*.

Planning authorities should:

- a) *prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;*
- b) *identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;*
- c) *permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;*

Official Plan policies will focus on identifying areas which can strategically support growth and intensification, while providing guidance for transition of built form to adjacent areas.

2.4.3 Frequent Transit Corridors

Planning authorities shall plan for intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate.

Intensification would be promoted along major roads which can support frequent transit opportunities. Residential Corridors would be proposed in areas which include public transportation or multi-modal transportation options.

2.9 Energy Conservation, Air Quality and Climate Change

Policy 2.9.1 - *Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:*

- a) *support the achievement of compact, transit-supportive, and complete communities*

Chapter 3: Infrastructure and Facilities

3.6 Sewage, Water and Stormwater

Policy 3.6.2 - *Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems*

City of Windsor Official Plan (OP)

Growth Concept, S 3.2, OP Vol 1: “The policies of this Plan are directed toward accommodating the projected growth through practical and efficient land use management strategies that promote a compact pattern of development and balanced transportation system. Compatible residential, commercial and employment growth will be directed to appropriate locations within existing and planned neighbourhoods to reduce development and infrastructure costs and provide opportunities to live, work and shop in close proximity”.

Infrastructure, s. 7.0 of OP Vol. 1: “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”.

Official Plan amendments would continue to ensure that the goals and objectives of the plan allow for the orderly development of land.

Financial Matters:

There are no immediate financial implications with the tabling of this report.

Risk Analysis:

Climate Change Risks

Climate Change Mitigation:

The proposed Residential Corridor land use designation and policy direction implements Environmental Master Plan Objective C1: Encourage in-fill and higher density in existing built areas.

Climate Change Adaptation:

Redevelopment within the proposed Residential Corridor land use designation 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 site would also be required to incorporate storm water management best practices.

Consultations:

This report is being tabled to facilitate discussion and input regarding proposed Official Plan changes. Courtesy notice was provided in the Windsor Star. Further notification in the Windsor Star is mandatory under the Planning Act prior to the formal consideration of any amendments to the Official Plan or Corresponding Zoning By-Law by the Development and Heritage Standing Committee.

Planners Opinion:

This report provides an overview of draft policy initiatives as it relates to a Residential Corridor land use designation within the City of Windsor Official Plan. Further refinements and input is being sought by tabling the report at the Development and Heritage Standing Committee.

Conclusion:

This report has been prepared to provide further information on draft policy initiatives within the City of Windsor Official Plan.

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
Frank Garardo	Planner III – Policy and Special Studies
Jason Campigotto	Deputy City Planner - Growth
Greg Atkinson	Deputy City Planner - Development
Neil Robertson	City Planner / Executive Director, Planning & Development Services
Aaron Farough	Senior Legal Counsel, Legal Services & Real Estate
Jelena Payne	Commissioner, Economic Development
Janice Guthrie acting for Joe Mancina	Chief Administrative Officer

Notifications:

Name	Address	Email

Appendices:

1. Appendix A – Examples of Residential Corridor Structure Types

Appendix A

Wyandotte Street East (Fairview Blvd intersection) – low-rise multiple dwelling



Lesperance Road (Town of Tecumseh)- Low rise multiple dwellings





Walkerville Stones- Walker Road





Committee Matters: SCM 25/2025

Subject: Adoption of the Development & Heritage Standing Committee minutes of its meeting held January 6, 2025

Development & Heritage Standing Committee Meeting

Date: Monday, January 6, 2025

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

Members Present:

Councillors

Ward 1 - Councillor Fred Francis

Ward 4 - Councillor Mark McKenzie

Ward 7 - Councillor Angelo Marignani

Ward 9 - Councillor Kieran McKenzie

Ward 10 - Councillor Jim Morrison (Chairperson)

Members

Member Anthony Arbour

Member William Tape

Member John Miller

Member Robert Polewski

Members Regrets

Member Joseph Fratangeli

Member Daniel Grenier

Member Charles Pidgeon

Member Khassan Saka

PARTICIPATING VIA VIDEO CONFERENCE ARE THE FOLLOWING FROM ADMINISTRATION:

Sandra Gebauer, Council Assistant

ALSO PARTICIPATING IN COUNCIL CHAMBERS ARE THE FOLLOWING FROM ADMINISTRATION:

Jelena Payne, Commissioner, Economic Development

Wira Vendrasco, City Solicitor

Neil Robertson, City Planner

Greg Atkinson, Deputy City Planner – Development

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Phong Ngy, Executive Director Operations/ Development City Engineer
Stacey McGuire, Executive Director Engineering / Deputy City Engineer
Matthew Johnson, Executive Director, Economic Development
Jason Campigotto, Deputy City Planner – Growth
Aaron Farough, Senior Legal Council
Joe Baker, Manager, Land Development and Growth
Gholamreza Sayyadi, Transportation, Planning Senior Engineer
Tracy Tang, Acting Heritage Planner
Frank Gerardo, Planner III - Policy & Special Studies
Kevin Alexander, Planner III – Special Projects
Diana Radulescu, Planner II, Development Review
Brian Nagata, Planner II, Development Review
Elara Mehrilou, Transportation Planner I
Chris Gerardi, Policy Analyst
Natasha McMullin, Senior Clerk Steno
Anna Ciacelli, Deputy City Clerk

Delegations—participating via video conference

Item 7.2 – Tracey Pillon-Abbs, RPP Principal Planner
Item 7.3 – Jackie Lassaline, Lassaline Planning Consultants
Item 7.4 – Tracey Pillon-Abbs, RPP Principal Planner
Item 10.1 – Ed van der Maarel, Principal Architect and Heritage Consultant
Item 10.1 – Alicia Lesniak, Architect
Item 10.1 – Tina Van Hinte, Area Resident

Delegations—participating in person

Item 7.1 – Jerry Kavanaugh & Olivia Byrne, Agents for Applicants
Item 7.1 – Zeyad Rafih, Property Owner
Item 7.2 – Andi Shallvari, Property Owner
Item 7.3 – Brian Nagata, Planner II
Item 7.4 – Andi Shallvari, Property Owner
Item 10.1 – Settimo Vilardi, Principal Architect
Item 10.1 – Jean-Yves Renaud, Area Resident
Item 10.1 – Albert Schepers, Area Resident
Item 10.1 – James Demers, Area Resident
Item 10.1 – Frank Providenti, Area Resident
Item 10.1 – Peter Marra, Area Resident
Item 10.1 – Cathrine Archer, Area Resident
Item 10.1 – Lou Durnbeck, Area Resident
Item 10.1 – Chris Kruba, Area Resident

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1. CALL TO ORDER

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

2. DISCLOSURES OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

Councillor Fred Francis discloses an interest and abstains from voting on Item 7.1 being "Rezoning – Rafco Property Trust Ltd – 0 Howard Ave - Z-032/24 ZNG/7237 - Ward 1," as his employer has a formal business relationship with Rafco Property Trust Ltd.

Member William Tape discloses an interest and abstains from voting on Item 10.1 being "Amendment to Heritage Designation By-law No. 281-2003 – 455 Kennedy Drive West, Roseland Golf Course (Ward 1)," as he provided fees for supporting city document development for New Club House.

3. REQUEST FOR DEFERRALS, REFERRALS OR WITHDRAWALS

None requested.

4. COMMUNICATIONS

None presented.

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5. ADOPTION OF THE *PLANNING ACT* MINUTES

5.1. Adoption of the Development & Heritage Standing Committee (*Planning Act*) minutes of its meeting held December 2, 2024

Moved by: Member Anthony Arbour
Seconded by: Councillor Mark McKenzie

That the *Planning Act* minutes of the Development & Heritage Standing Committee meeting held December 2, 2024 **BE ADOPTED** as presented.
Carried.

Report Number: SCM 391/2024

6. PRESENTATION DELEGATIONS (*PLANNING ACT* MATTERS)

See item 7.5.

7. *PLANNING ACT* MATTERS

7.1. Rezoning – Rafco Property Trust Ltd – 0 Howard Ave - Z-032/24 ZNG/7237 - Ward 1

Moved by: Councillor Angelo Marignani
Seconded by: Member Anthony Arbour

Decision Number: **DHSC 685**

1. THAT Zoning By-law 8600 **BE AMENDED** by changing the zoning of PT LT 107 PL 1489, AS PT 1 ON PL 12R11254 EXCEPT PT 2 ON PL 12R23861 (PIN 01573-0748), bounded by Howard Avenue, Tuson Way and Howard Place and known municipally as 0 Howard Avenue (Roll No: 080-060-01100) from Commercial District 1.1 (CD1.1) to Residential District 3.3 (RD3.3) and by deleting and replacing S.20(1)272 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 m²
- 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

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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]

2. THAT, when Site Plan Control is applicable:

- A. The Site Plan Approval Officer **BE DIRECTED** to incorporate the following, subject to any updated information, into an approved site plan and an executed and registered site plan agreement:
- 1) Noise mitigation measures identified in Section 6 in the Road Traffic and Stationary Noise Impact Study prepared by JJ Acoustic Engineering Ltd., dated October 23, 2023, subject to the approval of the City Planner, Deputy City Planner, or Site Plan Approval Officer.
 - 2) Requirements of the City of Windsor – Engineering and City of Windsor – Transportation Planning contained in Appendix B of Report S 148/2024, subject to the approval of the City Engineer.
 - 3) Requirements of the City of Windsor – Forestry, City of Windsor – Natural Areas, and City of Windsor – Planning & Development – Landscape & Urban Design, contained in Appendix B of Report S 148/2024, subject to the approval of the City Forester and City Planner.
- B. The Site Plan Approval Officer **CONSIDER** all other comments contained in Appendix B of Report S 148/2024 and recommendations in the documents submitted in support of the application for an amendment to Zoning By-law 8600.

Carried.

Councillor Fred Fracis discloses an interest and abstains from voting on this matter.

Report Number: S 148/2024
Clerk's File: Z/14877

7.2. Zoning By-Law Amendment – Z036-24 (ZNG/7248) - Andi Shallvari – 552 Florence Avenue, Ward 7

Moved by: Councillor Angelo Marignani

Seconded by: Councillor Mark McKenzie

Decision Number: **DHSC 686**

- I. THAT Zoning By-law 8600 **BE AMENDED** by changing the zoning of PART LOTS 36 AND 37 PLAN 1094 RIVERSIDE, 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 E, 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 ST E

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For the lands comprising of PART LOTS 36 AND 37 PLAN 1094 RIVERSIDE, 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)

Carried.

Report Number: S 170/2024

Clerk's File: Z/14891

7.3. Zoning By-law Amendment Application for 2275 Wellesley Avenue, Z-026/24 [ZNG-7229], Ward 4

Moved by: Councillor Mark McKenzie

Seconded by: Councillor Fred Francis

Decision Number: **DHSC 687**

- I. THAT Zoning By-law 8600 **BE AMENDED** by changing the zoning for the lands located on the northwest corner of Vimy Avenue and Wellesley Avenue, described as Block D, Plan 1119 (PIN No. 01323-0299 LT), from Institutional District 1.1 (ID1.1) Site Specific Provision 20(1)257, to Residential District 2.3 (RD2.3), subject to additional regulations:

520. NORTHWEST CORNER OF VIMY AVENUE AND WELLESLEY AVENUE

(1) 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]

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Carried.

Report Number: S 171/2024
Clerk's File: Z/14892

7.4. Zoning By-law Amendment Application for 0 Janette Avenue, Z-037/24 [ZNG-7249], Ward 3

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

Decision Number: **DHSC 688**

- I. THAT Zoning By-law 8600 **BE AMENDED** by changing the zoning for the lands located on the east side of Janette Avenue between Park Street West and Wyandotte Street West, described as Lot 73, Plan 274 (PIN No. 01195-0501 LT), by adding a site specific provision to allow *One Multiple Dwelling* containing a maximum of six *dwelling units* as an additional permitted *main use*, subject to the following additional regulations:

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

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

1. The *Multiple Dwelling* provisions of Section 11.2.5.4 shall apply, save and except Sections 11.2.5.4.1, 11.2.5.4.2 and 11.2.5.4.4.
2. Lot Width - minimum 15.0 m
3. Lot Area - minimum 519.0 m²
4. Main Building Height - maximum 10.0 m
5. Landscape Open Space Yard - minimum 35.0% of lot area
6. Notwithstanding Table 24.20.5.1, for a *Multiple Dwelling* containing a minimum of 5 Dwelling Units, the minimum required number of *parking spaces* shall be 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; and,
 - 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.
 - c. Each bicycle parking space shall be equipped with an electrical outlet with a receptacle sufficient for charging a *power-assisted-*

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bicycle as defined under Section 1(1) of the *Highway Traffic Act*,
R.S.O. 1990, c. H.8.

[ZDM 3; ZNG/7249]; and,

- II. That the Applicant **BE REQUESTED** to provide a secure and electrified bicycle parking facility on site for this application.

Carried.

Report Number: S 172/2024
Clerk's File: Z/14890

7.5. Provincial Planning Statement (2024) Update

Moved by: Councillor Kieran McKenzie

Seconded by: Councillor Angelo Marignani

Decision Number: **DHSC 689**

- I. THAT the report on Ontario's Land Use Planning Document *Provincial Planning Statement, 2024* **BE RECEIVED**; and,
- II. THAT administration **BE DIRECTED** to review and refine Windsor's existing intensification framework of mixed use centres, nodes and corridors to include residential corridors and identify all of the areas identified for intensification as *Strategic Growth Areas* in conformity with section 2.4.1 of the *Provincial Planning Statement, 2024*; and,
- III. THAT administration **BE DIRECTED** to investigate formally identifying the lands in Sandwich South as *designated growth areas* in the Official Plan consistent with Policy 2.3.1.5, and establish density targets for future Secondary Plans adopted in the Sandwich South lands; and,
- IV. THAT administration **BE DIRECTED** to review and establish minimum affordable housing targets in conformity with *Provincial Planning Statement, 2024*; and,
- V. THAT administration **BE DIRECTED** to review intensification targets in conformity with *Provincial Planning Statement, 2024*.

Carried.

Report Number: S 177/2024
Clerk's File: GP2025

There being no further business the meeting of the Development & Heritage Standing Committee (*Planning Act* Matters) portion is adjourned at 5:40 o'clock p.m.

The Chairperson calls the *Heritage Act* Matters portion of the Development & Heritage Standing Committee meeting to order at 5:49 o'clock p.m.

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8. ADOPTION OF THE MINUTES

8.1. Adoption of the Development & Heritage Standing Committee minutes of its meeting held December 2, 2024

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

THAT the minutes of the Development & Heritage Standing Committee meeting held December 2, 2024 **BE ADOPTED** as presented.
Carried.

Report Number: SCM 376/2024

9. PRESENTATIONS AND DELEGATIONS (COMMITTEE ADMINISTRATIVE MATTERS)

See item 10.1.

10. HERITAGE ACT MATTERS

10.1. Amendment to Heritage Designation By-law No. 281-2003 – 455 Kennedy Drive West, Roseland Golf Course (Ward 1)

Tracy Tang, Heritage Planner (A)

Tracy Tang, Heritage Planner (A) appears before the Development & Heritage Standing Committee regarding the administrative report dated November 14, 2024, entitled “Amendment to Heritage Designation By-law No. 281-2003 – 455 Kennedy Drive West, Roseland Golf Course (Ward 1)” and provides a brief overview of the application and factors prompting and supporting the heritage designation by-law amendment as follows: General Reminders; Site Information; Designation By-law 281-2003 Location Map; Focused Area Map; Site Photographs, Club House Building; Housing Solutions Made for Windsor; Proposal; Information Submissions; Heritage Impact Assessment; Updated Survey Plan; Other Factors to Consider; *Ontario Heritage Act* Provisions; Official Plan Policy; Risk Analysis; Conclusions and Recommendations.

Settimo Vilardi, Principal Architect, Prime Consultant, Archon Architects Incorporated

Settimo Vilardi, Principal Architect, Prime Consultant, Archon Architects Incorporated appears before the Development & Heritage Standing Committee regarding the administrative report dated November 14, 2024, entitled “Amendment to Heritage Designation By-law No. 281-2003 – 455 Kennedy Drive West, Roseland Golf Course (Ward 1)” and is available for questions.

Alicia Lesniak, Architect, a+LiNK Architecture Inc.

Alicia Lesniak, Architect, a+LiNK Architecture Inc. Appears via video conference before the Development & Heritage Standing Committee regarding the administrative report dated November

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14, 2024, entitled “Amendment to Heritage Designation By-law No. 281-2003 – 455 Kennedy Drive West, Roseland Golf Course (Ward 1)” and is available for questions.

Albert Schepers, Area Resident

Albert Schepers, area resident, appears before the Development & Heritage Standing Committee and expresses concern with the recommendation in the administrative report dated November 14, 2024, entitled “Amendment to Heritage Designation By-law No. 281-2003 – 455 Kennedy Drive West, Roseland Golf Course (Ward 1)” including the timing of the by-law amendment request, seeing as there is not currently a proposed development; and concludes by urging the committee to postpone the amendment until there is a proposed development.

James Demers, Area Resident

James Demers, area resident, appears before the Development & Heritage Standing Committee and expresses concern with the recommendation in the administrative report dated November 14, 2024, entitled “Amendment to Heritage Designation By-law No. 281-2003 – 455 Kennedy Drive West, Roseland Golf Course (Ward 1)”; and concludes by detailing concerns with the removal of the community amenity and what is to come for Ward 1 residents.

Frank Providenti, Area Resident

Frank Providenti, area resident, appears before the Development & Heritage Standing Committee and expresses concern with the recommendation in the administrative report dated November 14, 2024, entitled “Amendment to Heritage Designation By-law No. 281-2003 – 455 Kennedy Drive West, Roseland Golf Course (Ward 1)” citing concerns in the report with reference to the grounds and the golf course as it relates to the heritage designation.

Peter Marra, Area Resident

Peter Marra, area resident, appears before the Development & Heritage Standing Committee and expresses concern with the recommendation in the administrative report dated November 14, 2024, entitled “Amendment to Heritage Designation By-law No. 281-2003 – 455 Kennedy Drive West, Roseland Golf Course (Ward 1)”; and concludes by providing historical information related to Councils intention for the designation in 2003 to protect the property as a benefit to the community.

Catherine Archer, Area Resident

Catherine Archer, area resident, appears before the Development & Heritage Standing Committee and expresses concern with the recommendation in the administrative report dated November 14, 2024, entitled “Amendment to Heritage Designation By-law No. 281-2003 – 455 Kennedy Drive West, Roseland Golf Course (Ward 1)” citing concerns with the future of the Roseland neighbourhood and golf course and the potential for future high-density development; and indicates that there are areas around the city that need revitalization much more than this protected property.

Lou Durnbeck, Area Resident

Lou Durnbeck, area resident, appears before the Development & Heritage Standing Committee and expresses concern with the recommendation in the administrative report dated November 14, 2024, entitled “Amendment to Heritage Designation By-law No. 281-2003 – 455 Kennedy Drive West, Roseland Golf Course (Ward 1)”; and concludes by suggesting that the clubhouse is a vital

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part of the golf course and recommends that a new clubhouse be built in its place to attract business and provide a place for people to gather.

Chris Kruba, Area Resident

Chris Kruba, area resident, appears before the Development & Heritage Standing Committee and expresses concern with the recommendation in the administrative report dated November 14, 2024, entitled “Amendment to Heritage Designation By-law No. 281-2003 – 455 Kennedy Drive West, Roseland Golf Course (Ward 1)”; and questions the reasoning in the heritage impact assessment which speaks to why the parking lot should be severed and removed from the historical record; and concludes by suggesting that the incorrect process is being undertaken, noting that there are alternative, more appropriate and robust processes within the *Ontario Heritage Act* and recommends that the existing clubhouse be replaced with a smaller clubhouse as an integral part of any golf course and to protect the entire parcel of land.

Tina Van Hinte, Area Resident

Tina Van Hinte, area resident, appears via video conference before the Development & Heritage Standing Committee and expresses concern with the recommendation in the administrative report dated November 14, 2024, entitled “Amendment to Heritage Designation By-law No. 281-2003 – 455 Kennedy Drive West, Roseland Golf Course (Ward 1)” and is concerned with any potential future development.

Councillor Fred Francis asks Mr. Vilardi to identify when they were contacted to be retained and what the scope of work was. Mr. Vilardi responds that they were contacted to consult on the heritage impact statement to assess the heritage value of the northern portion of the property which included the clubhouse, parking lot and the part of the 9-hole course, which was later clarified as it was not included or identified in the report.

Councillor Fred Francis asks Mr. Vilardi if the entire northern portion of the property is of heritage significance, including the portion of the 9-hole course. Mr. Vilardi responds that the short course was never intended to be part of the property. The short course was not part of the original Don Ross design and therefore was not considered to have historic value, which is why it was included in the original heritage impact assessment ahead of the surveyed portion of the property. It was later clarified through the process that designation was not intended to be removed from that portion of the parcel.

Councillor Fred Francis comments that if the shorty is not considered to have historic value according to Mr. Vilardi’s professional opinion but has been exempted from the portion to be removed from the designation by matter of choice and whether that negates the purpose of the heritage impact assessment. Mr. Vilardi indicates that they did not do a direct assessment of the shorty course to identify it as heritage or not as it was not part of their review.

Councillor Fred Francis inquires about consultation and feedback. Mr. Vilardi responds that direct consultation was with city staff. The type of consultation wouldn’t require feedback from residents or ward councillors when assessing heritage impact. If there was a planned development for that site, it would be a different story. This has to do with removing a designation of a portion of the property

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to allow for future development. If future development were to take place, further consultation would be appropriate.

Councillor Kieran McKenzie inquires whether the putting green has heritage value. Ms. Lesniak responds that the putting green is included in the portion to be removed from designation as it was not part of the original Ross design for the course.

Councillor Fred Francis inquires whether Mr. Baker is the project lead working with the architects and the consultants on this project. Joe Baker, Manager, Land Development and Growth appears before the Development & Heritage Standing Committee regarding the administrative report dated November 14, 2024, entitled "Amendment to Heritage Designation By-law No. 281-2003 – 455 Kennedy Drive West, Roseland Golf Course (Ward 1)" and responds that he is the project lead for the Housing Solutions Made For Windsor project and is involved but there are a team of people on the executive committee to assist the process.

Councillor Fred Francis inquires about the steps involved in how this consultation process was undertaken. Mr. Baker responds that administration was aware of the designation on the property and one of the first steps was to hire a consultant to move the process forward for potential redesignation or heritage permit applications to deal with demolition or any future builds.

Councillor Fred Francis inquires as to when administration was made aware of the heritage designation on this property. Jelena Payne, Commissioner Economic Development appears before the Development & Heritage Standing Committee regarding the administrative report dated November 14, 2024, entitled "Amendment to Heritage Designation By-law No. 281-2003 – 455 Kennedy Drive West, Roseland Golf Course (Ward 1)" and responds that Council considered report C 44/2023 which dealt with the Roseland Golf Course, specifically the issue of redevelopment of the parking lot, clubhouse and future curling. The property designation was mentioned in the April 3, 2023, in-camera report.

Councillor Fred Francis inquires whether there was any miscommunication from administration as it relates to the heritage designation of the golf course itself or the entire property. Ms. Payne responds that it is the understanding of administration that the recognition of designation for the entire parcel of land under the PIN, however the heritage components applied to the Donald Ross golf course specifically.

Councillor Fred Francis inquires as to why that information wasn't communicated at the time of the March open house to the residents. Ms. Payne responds that due to the transition of the portfolio from other departments within the city to the Economic Development department, they had not officially taken over the file until after that open house session in March.

Councillor Fred Francis inquires as to why the ward Councillor or the Roseland Board of Directors were not consulted prior to this meeting. Ms. Tang responds that notifications for designation by-law amendments are not required for this type of matter aside from the property owner.

Councillor Fred Francis inquires whether the property owner is the City of Windsor, why City Council was not consulted and who, on behalf of the City of Windsor was consulted. Ms. Payne

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responds that there was not an extensive amount of consultation with city administration as this was meant to be an independent analysis by a third-party consultant. As part of that course of action, it would come before the committee and then to Council. The consultants referred to readily available historical records to complete their assessment.

Councillor Fred Francis inquires as to who recommended the removal of the shorty from their study. Mr. Baker responds that the renderings from the March meeting of last year showed a potential proposed concept of a clubhouse where the putting green currently exists. The potential new condo building would be located within the existing footprint of the existing clubhouse so that it would not negatively impact the surrounding area. The intent was never to include the par 3 course, based on direction from Council in-camera to bring back drawings.

Councillor Fred Francis inquires as to why the survey results from the public open house were not presented with this report. Mr. Baker responds that the survey results will be brought forward as part of the release of the Expression of Interest document to inform potential developers of what the residents would like to see on the site.

Councillor Fred Francis inquires whether the heritage designation by-law amendment is not premature. Mr. Baker responds that it is at the discretion of this committee and Council to approve or deny the by-law amendment. We can then deal with heritage alteration permits as needed. This approach is to not encumber the land without heritage value. Any future developments will require heritage impact assessments individually, which will be presented to this committee and to Council for future consideration.

Councillor Fred Francis inquires whether there was a heritage impact assessment completed when work was completed on the golf course. Ms. Tang responds that there is no record of a heritage permit application or heritage impact assessment for those scopes of work done on the property. In retrospect, it would have been beneficial to have those applications to aid in record keeping, documentation and approvals, despite the scopes of work potentially not impacting any of the listed reasons or the attributes of cultural heritage value on the property.

Councillor Fred Francis inquires if Council decides to amend the designation by-law to allow for future development around the golf course if Council can further amend the by-law. Wira Vendrasco, City Solicitor appears before the Development & Heritage Standing Committee regarding the administrative report dated November 14, 2024, entitled "Amendment to Heritage Designation By-law No. 281-2003 – 455 Kennedy Drive West, Roseland Golf Course (Ward 1)" and responds yes.

Councillor Fred Francis inquires whether the parking lot at Willistead Manor is designated as heritage. Neil Robertson, City Planner appears before the Development & Heritage Standing Committee regarding the administrative report dated November 14, 2024, entitled "Amendment to Heritage Designation By-law No. 281-2003 – 455 Kennedy Drive West, Roseland Golf Course (Ward 1)" and responds that the designation is probably on the building, they may have described the entire property using the PIN. The reasons for designation would be architectural. In this case, we are speaking of a cultural landscape. The evaluation by the consultants determines how the actions we are seeking will impact the heritage aspects as defined by the by-law.

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Councillor Fred Francis inquires whether the same process before us today could be followed for other similar heritage designated properties in the City of Windsor. Mr. Robertson responds that it would be at the direction of Council.

Councillor Kieran McKenzie inquires whether there is a timeline for the demolition of the clubhouse right now. Mr. Baker responds that they are intending to bring forward the committee recommendation in February along with a public report for the demolition of the existing structure. They would like to tender the demolition in the spring with the hopes of removing the building in the off season, starting in November, with support of Council.

Councillor Kieran McKenzie requests confirmation of next steps in the process post-demolition would be to identify a funding source for the construction of a new clubhouse. Mr. Baker responds that is correct.

Councillor Kieran McKenzie inquires how the City may be able to protect the assets remaining as part of the heritage designation. Mr. Baker responds that if they remove the proposed portion of the property from the heritage designation, the remaining portion will remain protected under the heritage designation.

Councillor Kieran McKenzie inquires whether there are other heritage tools that can be considered, beyond designation, to protect some of the aspects directly related to the golf operations, such as a heritage easement agreement. Ms. Vendrasco responds that a heritage easement agreement would typically come from an owner of a property to the municipality or to the Ontario Heritage Trust.

Councillor Kieran McKenzie whether they could further strengthen the protections of the designated or heritage areas of the property to make it more challenging for future councils to make decisions about the currently designated features. Ms. Tang responds that a designation by-law could be amended to clarify, correct or add on reasons for heritage designation. Mr. Robertson adds that Council could direct administration to evaluate the regulation to determine the criteria required for designation and to evaluate the affected properties to see if they meet the requirements.

Councillor Kieran McKenzie inquires whether there are tools beyond heritage designation that could protect parcels of land from development. Mr. Robertson responds not that he is aware of.

Councillor Angelo Marignani requests clarification as to the area that is going to be amended of its heritage status. Mr. Robertson responds that the area in question is 4 acres.

Councillor Angelo Marignani inquires whether it is possible to demolish the clubhouse without any amendments to the heritage by-law. Ms. Tang responds that without the by-law amendment, the demolition would require a heritage permit application along with a heritage impact assessment. Mr. Robertson adds that the recommendation before us today is to unencumber the lands to demolish the clubhouse, build a new clubhouse and explore the possibility of future development on the unencumbered lands.

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Councillor Jim Morrison inquires whether the City will be able to move forward with the development of the new clubhouse at this point. Mr. Baker responds that the new clubhouse will be part of the future Expression of Interest. There will be two components including demolition and construction with the possibility of a new condo building from the same developer.

Councillor Fred Francis inquires as to the new information related to a housing component for this project. Ms. Payne responds that as administration, we are exploring several options in order to optimize dollars, efficiencies, and to get the biggest bang for the tax-payer's dollar. Through the EOI process, there will be multiple options put forward. The economic development department through housing solutions is looking at a potential residential development, however our corporate projects is leading the clubhouse portion of it. We are going to explore the development of a clubhouse, separately. We are also going to explore the development of residential, separately. But we are also going to put an option out there to see if there is an ability for one developer to do both in order to look for cost savings, efficiencies, synergies in the development of both. Ms. Payne adds that no decisions have been made yet.

Moved by: Councillor Fred Francis

Seconded by: Councillor Angelo Marignani

Decision Number: **DHSC 690**

THAT the amendment to the Heritage Designation By-law No. 281-2003 for 455 Kennedy Drive West, Roseland Golf Course (Ward 1) **BE DENIED.**

Carried.

At the request of Councillor Fred Francis, a recorded vote is taken on this matter.

Aye votes: Councillors Fred Francis, Mark McKenzie, Angelo Marignani and Member John Miller.

Nay votes: Councillors Kieran McKenzie, and Jim Morrison.

Abstain: Member William Tape.

Report Number: S 161/2024

Clerk's File: MB/6075

There being no further business the meeting of the Development & Heritage Standing Committee (*Heritage Act Matters*) portion is adjourned at 8:21 o'clock p.m.

The Chairperson calls the Administrative Items portion of the Development & Heritage Standing Committee meeting to order at 8:22 o'clock p.m.

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11. ADMINISTRATIVE ITEMS

11.1. Part Closure of north/south alley located between Seminole Street and Reginald Street, Ward 5, SAA-7231

Moved by: Councillor Angelo Marignani

Seconded by: Councillor Fred Francis

Decision Number: **DHSC 691**

- I. THAT part of the 4.27-metre-wide north/south alley located between Seminole Street and Reginald Street, namely Part 1, Plan 12R-22238, and shown on Drawing No. CC-1858 (attached hereto as Appendix "A"), and hereinafter referred to as the "alley", **BE ASSUMED** for subsequent closure;
- II. THAT the subject alley **BE CLOSED AND CONVEYED** in **as is condition** to the owner of the abutting property known municipally as 4285 Seminole Street, legally described as Lot 181 & Part of Lot 182, Plan 892 and as necessary, in a manner deemed appropriate by the City Planner, subject to the following:
 - i. Easements, subject to being accepted in the City's standard form and in accordance with the City's standard practice, being granted to:
 - i. ENWIN Utilities Ltd. to accommodate existing overhead 16kV, 120/240 volt, and 347/600-volt hydro distribution, poles, and down guy wires; and
 - ii. Managed Network System Inc. (MNSi.) to accommodate existing aerial infrastructure.
- III. THAT Conveyance Cost **BE SET** as follows:
 - i. 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.
- IV. THAT The City Planner **BE REQUESTED** to supply the appropriate legal description, in accordance with Drawing No. CC-1858.
- V. THAT The City Solicitor **BE REQUESTED** to prepare the necessary by-law(s).
- VI. THAT The Chief Administrative Officer and City Clerk **BE AUTHORIZED** to sign all necessary documents approved as to form and content satisfactory to the City Solicitor.
- VII. THAT the matter **BE COMPLETED** electronically pursuant to By-law Number 366-2003
- VIII. THAT Council Resolution CR106/2003 as amended by CR427/2003, CR146/2005, CR182/2005, CR481B/2005 and CR130/2006 **BE AMENDED** by adding a new Subsection viii. under Section e):

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- viii. *Notwithstanding the other policies herein, the conveyance price of street and alley allowances conveyed to abutting lands owned by Windsor Public Library shall be \$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.*

Carried.

Report Number: S 173/2024

Clerk's File: SAA2024

11.2. Amendment to CR399/2024 for Closure of west half of north/south alley located between Montrose Street and Tecumseh Boulevard West, Ward 3, SAA-4133

Moved by: Councillor Fred Francis

Seconded by: Councillor Mark McKenzie

Decision Number: **DHSC 692**

THAT CR399/2024, adopted on September 23, 2024, **BE AMENDED** to replace Drawing No. CC-1849 with that drawing attached hereto as Appendix "C".

Carried.

Report Number: S 174/2024

Clerk's File: SAA2024

11.3. Ford City/Building Facade Improvement CIP Application for 1024 to 1026 Drouillard Road. Owner: 1000568826 ONTARIO INC. (c/o: Brian McGinty and Trinamargos)-Ward 5

Councillor Jim Morrison requests that administration clarify what has changed since the transfer of ownership to the current owner. Kevin Alexander, Planner III - Special Projects appears before the Development & Heritage Standing Committee regarding the administrative report dated December 12, 2024, entitled "Ford City/Building Facade Improvement CIP Application for 1024 to 1026 Drouillard Road. Owner: 1000568826 ONTARIO INC. (c/o: Brian McGinty and Trinamargos)-Ward 5" and responds that it is a similar report with changes from two retail units to a single ground-floor retail unit. There were also a number of residential units above proposed, now there is only one residential unit.

Councillor Jim Morrison acknowledges the work of Mr. Alexander and compliments the beauty of the building and the work of the developer.

Moved by: Councillor Kieran McKenzie

Seconded by: Councillor Mark McKenzie

Decision Number: **DHSC 693**

- I. THAT Council Decision CR154/2021 **BE RESCINDED**;

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-
- II. THAT funding in the amount of \$30,000, which has been allocated through the Ford City CIP- *Retail Investment Grant* **BE RESCINDED** and that the funds within the CIP Reserve Fund 226 **BE UNCOMMITTED**;
 - III. THAT funding in the amount of \$30,000, which has been allocated through the Main Streets CIP- *Building Façade Improvement Program* **BE RESCINDED** and that the funds within the CIP Reserve Fund 226 **BE UNCOMMITTED**;
 - IV. THAT the request for incentives under the *Ford City CIP* Financial Incentive Programs made by 1000568826 ONTARIO INC. (c/o: Brian McGinty and Trina Margos), owner of the property located at 1024 to 1026 Drouillard Road **BE APPROVED**, for the following incentive programs:
 - V. THAT subject to completion and review satisfactory to the City Planner, the request made by 1000568826 ONTARIO INC. (c/o: Brian McGinty and Trina Margos), owner of the property located at 1024 to 1026 Drouillard Road **BE APPROVED** for the Main Streets CIP -*Building Facade Improvement Program* in the amount of a maximum of \$30,000;
 - i. *Retail Investment Grant* in the amount of \$15,000 for one (1) ground floor retail unit;
 - ii. *Building/Property Improvement Tax Increment Grant Program* for 100% of the municipal portion of the tax increment for up to the lesser of 10 years or the total eligible costs of the project. The estimated annual amount of the grant is \$+/- 6,121.
 - VI. THAT Administration **BE AUTHORIZED** to prepare the agreement between the City and 1000568826 ONTARIO INC. (c/o: Brian McGinty and Trina Margos) 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;
 - VII. 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;
 - VIII. THAT funds in the amount of \$15,000 under the *Retail Investment Grant* Program and funds under the *Municipal Development Fees Grant Program* (If necessary) **BE TRANSFERRED** from the CIP Reserve Fund to the Ford City CIP Project (Project #7181046) once the work is completed;
 - IX. THAT funds in the amount of \$30,000 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;
 - X. THAT grants **BE PAID** to 1000568826 ONTARIO INC. (c/o: Brian McGinty and Trina Margos) upon completion of improvements to the interior/exterior of 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

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XI. 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 175/2024

Clerk's File: SPL2024

12. COMMITTEE MATTERS

12.1. Minutes of the Property Standards Committee of its meeting held October 24, 2024

Moved by: Councillor Mark McKenzie

Seconded by: Councillor Angelo Marignani

Decision Number: **DHSC 694**

THAT the minutes of the Property Standards Committee meeting held October 24, 2024 **BE RECEIVED**.

Report Number: SCM 353/2024

12.2. Minutes of the International Relations Committee of its meeting held November 7, 2024

Moved by: Councillor Angelo Marignani

Seconded by: Councillor Mark McKenzie

Decision Number: **DHSC 695**

THAT the minutes of the International Relations Committee meeting held November 7, 2024 **BE RECEIVED**.

Carried.

Report Number: SCM 392/2024

12.3. Report No. 54 of the International Relations Committee

Moved by: Councillor Angelo Marignani

Seconded by: Councillor Mark McKenzie

Decision Number: **DHSC 696**

THAT Report No. 54 of the International Relations Committee indicating:

That Administration BE REQUESTED to draft a mutual Letter of Interest to Arlington, Texas to outline the shared goals and preliminary steps for a Friendship City/Sister City partnership between Arlington, Texas and the City of Windsor and to position the letter as a flexible exploratory agreement.

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BE APPROVED

Carried.

Report Number: SCM 393/2024

13. QUESTION PERIOD

None registered.

14. ADJOURNMENT

There being no further business the meeting of the Development & Heritage Standing Committee is adjourned at 8.27 o'clock p.m. The next meeting of the Development & Heritage Standing Committee will be held on Monday, February 3, 2025.

Ward 10 – Councillor Jim Morrison
(Chairperson)

Deputy City Clerk / Supervisor of
Council Services



Committee Matters: SCM 61/2025

Subject: Adoption of the Development & Heritage Standing Committee minutes of its meeting held February 3, 2025

Development & Heritage Standing Committee Meeting

Date: Monday, February 3, 2025

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

Members Present:

Councillors

Ward 1 - Councillor Fred Francis
Ward 4 - Councillor Mark McKenzie
Ward 7 - Councillor Angelo Marignani
Ward 9 - Councillor Kieran McKenzie
Ward 10 - Councillor Jim Morrison (Chairperson)

Members

Member Anthony Arbour
Member William Tape
Member John Miller
Member Joseph Fratangeli
Member Charles Pidgeon
Member Khassan Saka

Members Regrets

Member Daniel Grenier
Member Robert Polewski

PARTICIPATING VIA VIDEO CONFERENCE ARE THE FOLLOWING FROM ADMINISTRATION:

Robert Martini, Municipal Gaming Analyst

ALSO PARTICIPATING IN COUNCIL CHAMBERS ARE THE FOLLOWING FROM ADMINISTRATION:

Jelena Payne, Commissioner, Economic Development
Neil Robertson, City Planner
John Revell, Chief Building Official
Adam Szymczak, Acting Deputy City Planner – Development
Rob Vani, Senior Manager / Deputy CBO/Inspections
Ian Day, Senior Manager Traffic Operations/Parking
Aaron Farough, Senior Legal Council
Emilie Dunnigan, Manager, Development Revenue & Financial Administration
Patrick Winters, Manager, Development
Juan Paramo, Development Engineer

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Justina Nwaesei, Planner III, Development
Natasha McMullin, Senior Clerk Steno
Anna Ciacelli, Deputy City Clerk

Delegations—participating via video conference

Item 7.1 – Tracey Pillon-Abbs, RPP Principal Planner
Item 7.2 – Tracey Pillon-Abbs, RPP Principal Planner
Item 7.2 – Michael Primeau, President

Delegations—participating in person

Item 3.1 – Melanie Muir, Dillon Consulting Limited

1. CALL TO ORDER

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

2. DISCLOSURES OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

None disclosed.

3. REQUEST FOR DEFERRALS, REFERRALS OR WITHDRAWALS

3.1. 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 Angelo Marignani

Seconded by: Councillor Mark McKenzie

Decision Number: **DHSC 697**

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: AI 2/2025

4. COMMUNICATIONS

None presented.

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5. ADOPTION OF THE *PLANNING ACT* MINUTES

5.1. Adoption of the Development & Heritage Standing Committee (*Planning Act*) minutes of its meeting held January 6, 2025

Moved by: Member Anthony Arbour
Seconded by: Councillor Angelo Marignani

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

Report Number: SCM 26/2025

6. PRESENTATION DELEGATIONS (*PLANNING ACT* MATTERS)

See items 7.1 and 7.2.

7. *PLANNING ACT* MATTERS

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

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

Decision Number: **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.
<i>ADDITIONAL</i>	1.X.2	Notwithstanding the designation of these lands as “Business

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PERMITTED

MAIN USES

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 childcare centre and tourist home.

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.

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- 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
Clerk's File: Z/14911 & Z/14912

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

Moved by: Councillor Mark McKenzie

Seconded by: Councillor Fred Francis

Decision Number: **DHSC 699**

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Development & Heritage Standing Committee Monday, February 3, 2025

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- 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

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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

There being no further business the meeting of the Development & Heritage Standing Committee (*Planning Act* Matters) portion is adjourned at 4:48 o'clock p.m.

The Chairperson calls the Administrative Items portion of the Development & Heritage Standing Committee meeting to order at 4:48 o'clock p.m.

8. ADOPTION OF THE MINUTES

None presented.

9. PRESENTATIONS AND DELEGATIONS (COMMITTEE ADMINISTRATIVE MATTERS)

None presented.

10. HERITAGE ACT MATTERS

None presented.

11. ADMINISTRATIVE ITEMS

None presented.

12. COMMITTEE MATTERS

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12.1. Minutes of the International Relations Committee of its meeting held December 11, 2024

Moved by: Councillor Angelo Marignani

Seconded by: Councillor Mark McKenzie

Decision Number: **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

12.2. Minutes of the Property Standards Committee of its meeting held November 7, 2024

Councillor Jim Morrison asks administration for an update on the status of the building at 747 Ouellette Avenue.

Rob Vani, Deputy Chief Building Official – Inspections

Rob Vani, Deputy Chief Building Official – Inspections, appears before the Development & Heritage Standing Committee regarding the Minutes of the Property Standards Committee of its meeting held November 7, 2024, and indicates that the property was inspected by a dedicated Building By-law Officer as part of the “Strengthen the Core” initiative, and that the building was found to be non-compliant with the City’s Property Standards By-law. An Order to Repair regarding the building’s exterior issues was subsequently issued, which was later appealed to the Property Standards Committee by the property owner. The building owner brought forward the option of potentially demolishing the building rather than repairing it, which would bring the property into compliance with the by-law. There is no specific timeline for the demolition, but the property owner is working with the Building Department to finalize the application for demolition. If that does not happen, they will continue to work with the owner to bring the property into compliance, either through demolition or repair.

Councillor Jim Morrison acknowledges that there have been many complications with the property with respect to fire damage and insurance coverage. He inquires if the City has any powers to issue an order or help facilitate repairs to, or demolition of, the building.

Rob Vani replies that the City has a responsibility to give the property owner sufficient time to comply. Enforcements under the Building Code Act are given a deadline, and the City will work with the property owner even beyond that point to bring them into compliance. If this is not successful, the next steps would be bringing charges before the Provincial Offences Court to resolve the matter.

Moved by: Councillor Mark McKenzie

Seconded by: Councillor Fred Francis

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Development & Heritage Standing Committee
Monday, February 3, 2025

Decision Number: **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

13. QUESTION PERIOD

None registered.

14. ADJOURNMENT

There being no further business the meeting of the Development & Heritage Standing Committee is adjourned at 4:53 o'clock p.m. The next meeting of the Development & Heritage Standing Committee will be held on March 3rd, 2025.

Carried.

Ward 10 – Councillor Jim Morrison
(Chairperson)

Deputy City Clerk / Supervisor of
Council Services

Subject: Walkerville Heritage Conservation District Study – Results and Findings (Ward 4)

Reference:

Date to Council: March 3, 2025
Author: Tracy Tang, MCIP, RPP
Planner III – Heritage (A)
Email: ttang@citywindsor.ca
Phone: 519-255-6543 X 6179

Sophia Di Blasi, M. Arch
Planner II – Policy & Research Support
Email: sdibiasi@citywindsor.ca
Phone: 519-255-6543 X 6820
Planning & Building Services
Report Date: January 15, 2025
Clerk's File #: MBA/1700

To: Mayor and Members of City Council

Recommendation:

- I. THAT the Walkerville Heritage Conservation District (HCD) Study Main Report and Appendices, (a copy of Appendix A is available on the City of Windsor Website due to size (the "Walkerville HCD Study Report") **BE RECEIVED**; and
- II. THAT the six recommendations within the Walkerville HCD Study Report **BE ADOPTED**:
 1. THAT Administration **BE DIRECTED** to proceed with the Plan and Guidelines (Stage 2) for the Walkerville Heritage Conservation District;
 2. THAT the boundary identified by the black dashed line in Figure 2 herein, as further shown in Appendix "B" (the "Recommended Boundary") **BE ADOPTED** as the boundary for the Walkerville Heritage Conservation District;
 3. THAT the recommended policy and process changes identified within Appendix C of the Walkerville HCD Study Report **BE ADOPTED** and Administration **BE DIRECTED** to pursue their implementation;
 4. THAT Administration **BE DIRECTED** to explore the eligibility of those properties identified in Appendix E of the Walkerville HCD Study Report for

individual property designation under Section 29 Part IV of the *Ontario Heritage Act (OHA)*;

5. THAT the objectives of the Walkerville HCD Study Report **BE ADOPTED** and inform the creation of the Walkerville Heritage Conservation District Plan and Guidelines; and,
6. THAT the Statements of Cultural Heritage Value or Interest (SCHVIs) for the Walkerville Heritage Conservation District as set forth in Chapter 10 of the Walkerville HCD Study Report **BE ADOPTED** and inform the creation of the Walkerville Heritage Conservation District Plan and Guidelines.

Executive Summary: N/A

Background:

On July 8, 2019, City Council directed Administration to proceed with implementation of the Walkerville Heritage Conservation District Study (the “Walkerville HCD Study”) (CR 334/2019). Subsequently, project updates were received and available funds were approved by City Council on January 18, 2021 (CR 32/2021). The pursuit of the Walkerville HCD Study was further endorsed by City Council through the approval of the recommendations from the Walkerville Districting Plan on July 25, 2022 (CR330/2022) which included references to the Walkerville HCD Study, as well as the approval of seven strategies in response to Provincial Bill 23’s requirement for municipalities to evaluate their municipal heritage registers on September 5, 2023 (CR 366/2023).

In September 2023, Dr. Marcus R. Letourneau and Dr. Carl Bray of M. R. Letourneau and Associates Inc. (MRLA) were retained to assist City Staff with the process of developing a Walkerville HCD Study. City Staff and the supporting consultants worked jointly to develop a work plan that addresses the required scope as legislated by the Province. MRLA provided a presentation of the Walkerville HCD Study project kick-off to Development & Heritage Standing Committee (DHSC) on December 4, 2023. The presentation was received by City Council on January 15, 2024 (CR 21/2024) and included an overview about the study process, informative legislative background, historical summary of Walkerville and its significance, project scope of work, and consultation summary to-date.

The purpose of this report is to summarize the work completed since January 2024 and present the findings and recommendations from the Walkerville HCD Study Report.

Discussion:

The neighbourhood of Walkerville has long been an area of heritage interest for the City of Windsor. Currently, Walkerville is identified as a Heritage Area, as “an area or neighbourhood where there are collections of important heritage resources”, and a Mature Neighbourhood Area within the City of Windsor’s Official Plan (Schedule G: Civic Image and Schedule A-1: Special Policy Areas). However, a Heritage Area does not have official legal status under provincial legislation, and the City’s Official Plan policies do not require regulation of alterations.

Due to the recent legislative changes in Ontario and adoption of the Walkerville Districting Plan, a heritage conservation district (“HCD”) was identified as a logical next step to protect key heritage features of the area and effectively manage change. A HCD is defined under Part V of the *Ontario Heritage Act* (the “OHA”) as a “geographically defined area within a municipality that is noted for its distinct heritage character”. A HCD is established through a by-law adopted by a municipality and must be registered with the Ontario Heritage Trust. The study area for the Walkerville HCD Study project was based on the existing Heritage Area boundary, however slightly expanded. The study area covers the area bounded by the Detroit River, Walker Road, Ottawa Street, and the laneway between Lincoln Road and Gladstone Avenue (except for those properties on Wyandotte Street East where the limit extends to Gladstone Avenue proper). A total of 1362 properties (parcels) fall within the study area, with a concentration of 52 OHA Part IV individually designated properties and 292 listed heritage properties.

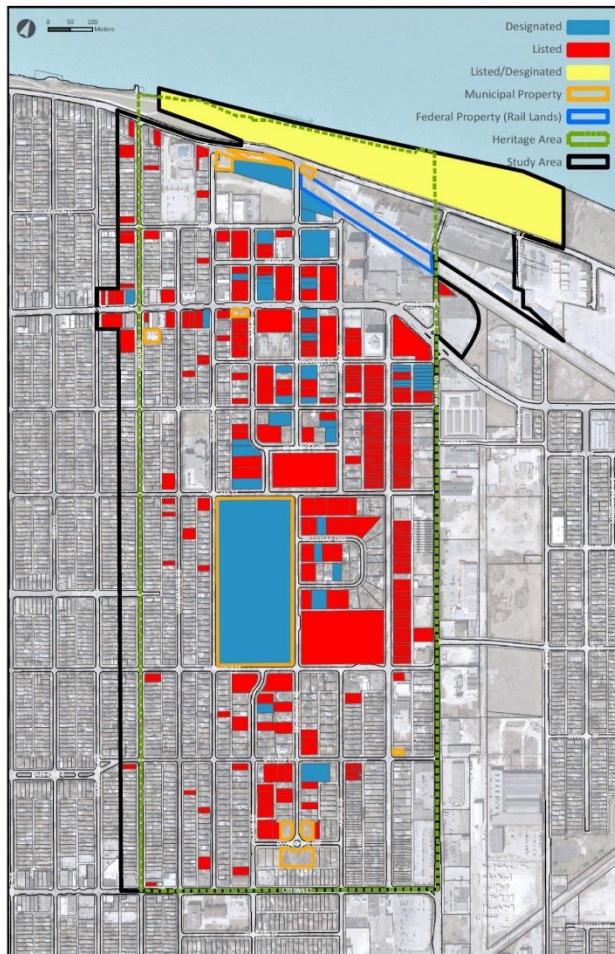


Figure 1: Map illustrating the Study Area Boundary, the Heritage Area Boundary, and existing Section 27 Part IV ‘Listed’ OHA Properties and Section 29 Part IV Designated OHA Properties.

the Ontario Heritage Trust. The study area for the Walkerville HCD Study project was based on the existing Heritage Area boundary, however slightly expanded. The study area covers the area bounded by the Detroit River, Walker Road, Ottawa Street, and the laneway between Lincoln Road and Gladstone Avenue (except for those properties on Wyandotte Street East where the limit extends to Gladstone Avenue proper). A total of 1362 properties (parcels) fall within the study area, with a concentration of 52 OHA Part IV individually designated properties and 292 listed heritage properties.

Total Properties	1362
Heritage Designated	52
Heritage Listed	292
Total Heritage	344 (25.26%)
Monmouth Rowhouse	111

Table 1: Table summarizing the Heritage Status (protected under Sections 27 and 29 of Part IV of the OHA) of properties within the Study Area.

Purpose of the Walkerville HCD Study

According to the Ministry’s Ontario Heritage Toolkit, HCDs exist as a means for municipalities to “represent an area with a group or complex of buildings, or a larger area with many buildings and properties, or an area with a concentration of heritage resources with special character or historical association that distinguishes it from its surroundings.” It could include buildings, structures, streets, landscapes, and even views and vistas. Across Ontario, one of the ways to conserve and enhance these areas is to designate them as HCDs. Through legislation under Part V of the OHA, a municipality can control change (e.g. new development/infill) in ways that conserve an

area's heritage values and attributes while encouraging compatible development. A HCD designation is not meant to prevent change; it is meant to be a tool to manage change in ways that respect and are compatible with the existing heritage character of the area.

The Walkerville HCD Study is intended to evaluate the heritage resources within the Walkerville HCD Study area boundary and its merits to becoming a HCD according to the provisions under the *OHA (Section 40 (2))*, as well as identify alternative Planning tools that can help manage change. In undertaking the Walkerville HCD Study, it was acknowledged and emphasized that there was no predetermined outcome. Research and findings from the Study informed the recommendations on whether any further action is recommended to be taken, and if so, what tools or options they may be.

Methodology

Building on the requirements of both the *OHA* and the City of Windsor, the Walkerville HCD Study was to consist of the following components:

- An analysis of the current planning policy framework, potential amendments, and municipal capacity;
- A historical overview of the area's development and inventory & analysis of heritage resources (i.e. all properties within the study area, including buildings, streetscapes, landmarks, and open spaces);
- An evaluation of the cultural heritage value, significance, and contribution of the heritage resource inventory;
- An undertaking of public engagement including public meetings and surveys; and
- A rationale for designation, recommended tools, recommended objectives for a potential HCD, and a proposed district boundary.

To conduct the research and evaluate contribution status of the heritage resource inventory, the following resources were used (but were not limited to):

- In-person site visits and photography;
- Existing municipal records and heritage property files;
- Historic Registered Plans, Land Registry Office books, fire insurance plans (1890; 1924; 1937; 1953), city directories, and newspapers
- Windsor Public Library Local History Branch & Community Archives;
- Local historical texts and publications, including works by Chris Edwards and Elaine Weeks and the International Metropolis blog by Andrew Foot.

The following deliverables were to be prepared as part of the Walkerville HCD Study:

- Recommended boundary for HCD designation under Part V of the *OHA*, scoped from the study area boundary;
- Recommendations for individual heritage designation under Part IV of the *OHA* for properties outside of the recommended HCD boundary;
- Recommendations for alternative tools for conserving cultural heritage within the study area, e.g. area-specific policy, regulations, or guidelines; and
- Final HCD Study Report including the evaluation and recommendations.

Results and Findings

Based on the analysis presented in the Walkerville HCD Study Report, MRLA concludes that the Recommended Boundary satisfies the criteria set by both the Province and City of Windsor for designation as a HCD. As a result, the Walkerville HCD Study Report prepared by MRLA includes the following six recommendations:

Recommendation 1: That it be recommended that City of Windsor Council proceed with the Plan and Guidelines Stage for the Walkerville Heritage Conservation District.

For reasons stated within the Walkerville HCD Study Report, including how Walkerville has merits to being designated as a HCD and meets both Provincial legislative requirements and City of Windsor Official Plan requirements. A HCD designation status is a chance to celebrate, identify, and inventory the rich heritage resources of Walkerville and provide a tool to manage change, ensuring that future developments or alterations enhance and complement Walkerville's heritage character.

Recommendation 2: That the Recommended Boundary be recommended to Council as the boundary for the Walkerville Heritage Conservation District.

The Recommended Boundary captures the highest concentration of heritage resources and properties within the study area and exceeds the *OHA* legislative requirements for 25% of properties within the HCD boundary to be "contributing", as it meets 2 of 9 criteria under O. Reg. 9/06, as set out in Appendix "C" attached hereto. The Recommended Boundary provides a balanced approach for administrative implementation, regulation, and resource capacity. The Walkerville HCD Study Report recommends protection of the properties outside of the Recommended Boundary through an expanded Heritage Area regulated under the Official Plan, as shown in Appendix "B".

Recommendation 3: That the recommended policy and process changes identified within Appendix C of the Walkerville HCD Study Report be adopted and implemented.

Section 40(2) of the *OHA* required that the Walkerville HCD Study provide recommendations for "(d) policy statements, guidelines and procedures for achieving the stated objectives and managing change in the heritage conservation district". The proposed policy framework amendments and

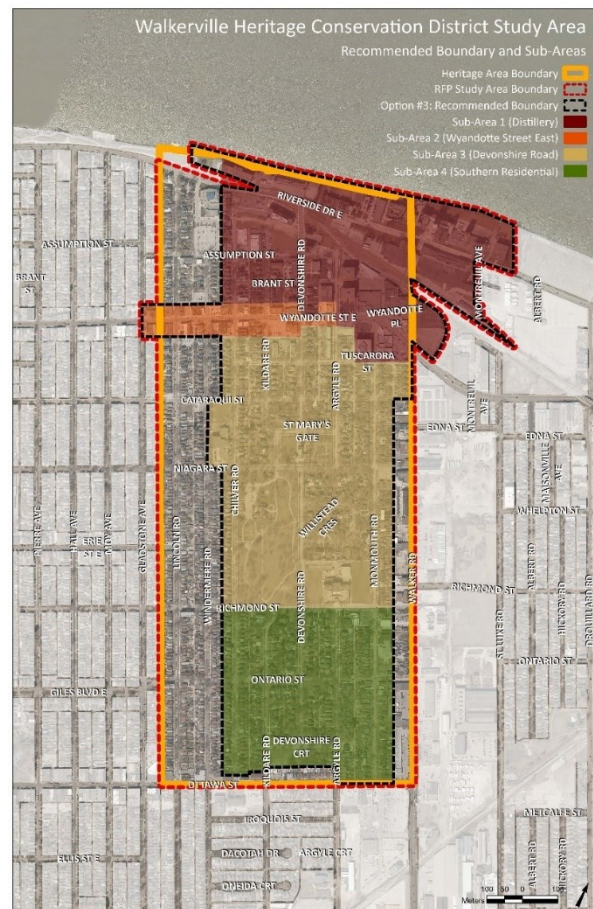


Figure 2: Map illustrating the recommended Walkerville HCD Boundary

procedural updates ensure that the visions, goals, and objectives of City Council through the Official Plan are strengthened and actionable to better preserve not only Walkerville's, but the whole of Windsor's, cultural heritage resources.

Recommendation 4: That the properties identified in Appendix E of the Walkerville HCD Study Report be subject to further analysis to determine their eligibility for individual property designation under Section 29 Part IV of the *OHA*.

There are many properties that were inventoried and researched that are located within the original study area but outside of the Recommended Boundary. As shown in the Walkerville HCD Study Report, MRLA assessed these properties and determined that several may have merits for individual property designation under Section 29, Part IV of the *OHA*.

Recommendation 5: That the objectives of the Walkerville HCD Study Report be adopted and inform the creation of the Walkerville Heritage Conservation District Plan and Guidelines

Under Section 40(2) of the *OHA*, the Walkerville HCD Study was required to also "(c) consider and make recommendations as to the objectives of the designation and the content of the heritage conservation district plan required under section 41.1." As shown in the Walkerville HCD Study Report, MRLA established five objectives for a future HCD Plan and Guidelines framework for Walkerville, including conservation and protection of identified heritage resources, maintenance and adaptive reuse, policies and guidelines for site alteration and development, processes and procedures for heritage approvals, and interpretation and celebration.

Recommendation 6: That the SCHVs for the Walkerville Heritage Conservation District as set forth in Chapter 10 of the Walkerville HCD Study Report be adopted and inform the creation of the Walkerville Heritage Conservation District Plan and Guidelines.

Under Section 41(1) (5) of the *OHA*, a HCD Plan must include "(b) a statement explaining the cultural heritage value or interest of the heritage conservation district; (c) a description of the heritage attributes of the heritage conservation district and of properties in the district;...". As shown in the Walkerville HCD Report, MRLA has prepared the SCHVs for the Walkerville HCD.

Heritage Planning Staff provided a thorough review of the Walkerville HCD Study Report, recommendations, and supporting appendices. Heritage Planning Staff support the findings and recommendations of the heritage consultants at MRLA.

Legal Provisions:

Official Plan:

With regards to the creation or designation of a new HCD, Official Plan policy 9.3.3.1 (b) states that "Council will recognize Windsor's heritage resources by Designating groups of buildings and areas as Heritage Conservation Districts under the Ontario Heritage Act".

Further, Official Plan policy 9.3.3.3 requires each designated HCD to meet criteria that “(a) the area will be comprised of buildings, structures or parts thereof, and sites or landscapes that would meet individual criteria for designation”, but also “(b) may include other elements that do not individually merit designation, but which constitute infilling among properties of architectural and/or historical significance and are necessary for the conservation of the overall character of the area.”

The results and findings of the Walkerville HCD Study Report demonstrate that the recommended HCD meets the City of Windsor’s Official Plan policies. Appendix B of the Walkerville HCD Study Report contains an in-depth review of the existing applicable plans and policies.

Ontario Heritage Act:

Part IV of the OHA identifies key steps and outlines the basic information required for both a HCD Study and Plan. In December 2022, the Province revised the requirements of Ontario Regulation 9/06 to include specific criteria for the inclusion of properties within a HCD. 25% of all properties within a HCD must be “contributing” by meeting two of the nine criteria under O. Reg. 9/06 as set out in Appendix “C”.

MRLA recommended that the Recommended Boundary be strong and defensible against possible appeals at the Ontario Land Tribunal (OLT) by exceeding the provincial minimum (25% of properties meeting 2/9 criteria). A Walkerville-specific target was established to have a minimum of 30% of properties within the Recommended Boundary meeting 3/9 criteria. Table 2 provides a summary of how many properties within the Recommended Boundary meet each criterion based upon the preliminary assessment:

Number of properties (parcels) within Recommended Boundary	742
Section 29 Part IV ‘Designated’ properties within the area	45
Section 27 Part IV ‘Listed’ properties within the area	269
Total heritage properties within the area	314 (42%)
Properties that meet 3/9 provincial criteria	496 of 742 (67%)
Properties that meet 2/9 provincial criteria	606 of 742 (82%)

Table 2: Table summarizing the properties within the recommended HCD boundary

While these are preliminary assessments, the number of properties currently identified as meeting the provincial threshold has been surpassed by over 50% of the total properties in the Recommended Boundary.

Risk Analysis:

Failure to designate the area within the Recommended Boundary as the Walkerville HCD poses significant risks in terms of heritage resource loss, lack of protections, and unregulated changes. This could have broader implications under current pressures like the nation-wide housing crisis and Bill 23, where listed properties (269 of which are in the Recommended Boundary) are slated to lose protection effective January 1, 2027.

Without HCD designation, Walkerville's heritage resources are vulnerable to demolition, incompatible new construction, and inappropriate alterations. Infill development and intensified redevelopment, enabled by provincial housing legislation (e.g., "as-of-right" permissions for additional dwelling units), could result in diminishment and disruption of the cohesive and unique character of the area.

The City of Windsor's current tools and frameworks are not sufficient enough to influence development, and Administration lacks mechanisms to ensure heritage-sensitive changes take place while preserving Walkerville's historical integrity. As noted above, this has been exacerbated by the significant changes to the Province's heritage and planning frameworks. The *OHA* provides mechanisms for conserving heritage within designated HCDs, including design guidelines and mandatory permitting procedures for alterations, erections, and demolitions. Designation as a HCD offers a critical opportunity to balance growth, manage change, and safeguard Walkerville's irreplaceable heritage amidst pressing development challenges.

There is no risk of appeal associated with the recommendations of this report. However, should Council decide to direct Administration to proceed with the Walkerville HCD Plan and Guidelines stage of the project and subsequent adoption of a designation by-law, the *OHA* provides provisions on notice requirements and ability to appeal to the Ontario Land Tribunal (OLT) when it comes forward. In the case of the 1997 Walkerville HCD designation attempt, there was a lack of public support for the designation as some of the residents viewed the designation as having been prepared without sufficient public consultation and the assumption that a HCD would impose onerous restrictions and controls. To mitigate misunderstandings and alleviate concerns, Administration and MRLA have conducted collaborative public consultation events, solicited public feedback through interactive maps and online surveys, spread awareness through news releases, media advisories, postcards, letters, social media outreach, and posted educational content on Let's Talk Windsor online engagement platform. Nevertheless, MRLA has advised from their previous experiences in completing and defending HCDs across Ontario, that it would be wise to consider a contingency amount for any potential appeals of the HCD designation to the OLT.

Climate Change Risks

Climate Change Mitigation: N/A

Climate Change Adaptation: N/A

Financial Matters:

The capital project 7141014 (Heritage Conservation District Study) was established in 2014 as part of the 2014 Capital Budget and has \$285,000 in budgeted funding for the Walkerville HCD project. MRLA was retained in September 2023 to assist Heritage Planning staff in the undertaking of the Walkerville HCD Study (Stage 1) project.

MRLA's consultation fee as budgeted for in their contract is \$89,956, inclusive of non-recoverable HST, for the Stage 1 Study. As of December 15, 2024, a total of \$73,397.80 has been paid to MRLA, with a remaining balance of \$16,558.20 to cover

work completed as well as any remaining work to conclude the Stage 1 project. In addition, expenditures have been incurred by staff from the Recreation and Culture department, University of Windsor researchers, and University of Waterloo co-op students. The financial status of capital project 7141014 is simplified in Table 3 below.

Budget of capital project 7141014	\$285,000.00
Total anticipated costs (Stage 1)	<u>(\$143,444.88)</u>
Total anticipated balance remaining	\$141,555.12

Table 3: Table summarizing the costs incurred for the Walkerville HCD Study (Stage 1)

Should Council provide direction to continue with the Stage 2 Plan and Guidelines of the Walkerville HCD project, it is proposed that the same firm, MRLA, be retained to undertake the works. Given MRLA’s familiarity with the project and their effective execution of the Stage 1 Study project, this continuity will ensure efficiency and consistency in delivering the Walkerville HCD Plan. MRLA has estimated that the Stage 2 project can cost between \$120,000 and \$170,000 to execute, which includes MRLA consulting fees, architect sub-consulting fees, university co-op students, and other expenses. Stage 2 of the project involves the development of a HCD Plan report, detailed design guidelines, public engagement events, property inventory write-ups, and municipal policy work. A large portion of the cost estimate is due to public engagement events and the property inventory work. Should the designation by-law for the Walkerville HCD be adopted by City Council following the Stage 2 Plan & Guidelines, additional costs for legal registration for each property with the Land Registry Office and potential appeal(s) should be considered. Total estimated costs of \$281,840 for Stage 2 is included in Table 4 below.

Total anticipated balance remaining (from Stage 1)	\$141,555.12
Total anticipated costs (Stage 2)	<u>(\$281,840.00)</u>
Total anticipated shortfall	<u>(\$140,284.88)</u>

Table 4: Table summarizing estimated costs for the Walkerville HCD Plan & Guidelines (Stage 2)

MRLA has advised that working within the current budget of \$141,555.12 may come at the sacrifice of defensibility, producing a higher quality final deliverable Plan and Guidelines (particularly with regard to individual property statements), and more deeply engaging public consultations (which alleviate the risk of potential appeals to OLT). Thus, as a recommendation of concurrent Report S 7/2025 titled “Windsor Municipal Heritage Register – Updates about Bill 23 Strategies (City-wide)”, additional funding in the amount of \$150,000 is being requested to be transferred from capital project 7241028 (Bill 23 Municipal Heritage Register) to capital project 7141014 to bring the total remaining balance from \$141,555.12 to \$291,555.12 and provide sufficient funding to complete Stage 2. A transfer recommendation and impact analysis to project 7241028 as a result of this transfer is addressed in report S 7/2025.

Consultations:

On November 20, 2023 at the Willistead Manor, the City of Windsor conducted a kick-off public engagement event for the Walkerville HCD Study using both in-person and online platforms. To notify the community and garner awareness about the public engagement event, 5,702 invitation postcards were mailed to properties within the original Study Area boundary, a news release and media advisory were issued, and the City's social media platforms posted. A "Let's Talk Windsor" online engagement project page was created with project information and timelines, an online survey, and mapping tool to solicit feedback. In the afternoon of that day, an internal City Staff meeting was conducted including 49 attendees from the following departments: Planning, Building, Parks, Culture, Transportation, Engineering, Right-of-way, Real Estate Services, Asset Planning, and Operations. The hybrid in-person and virtual live-streamed-and-recorded public engagement event was held that evening with 70 in-person attendees and 3 virtual participants. The public event recording was uploaded on "Let's Talk Windsor", 64 survey responses were submitted, 12 significant locations within Walkerville were identified, and 4 potential HCD boundaries were identified. This consultation revealed community priorities, strengths, and concerns, emphasizing the desire for managed growth and heritage conservation.

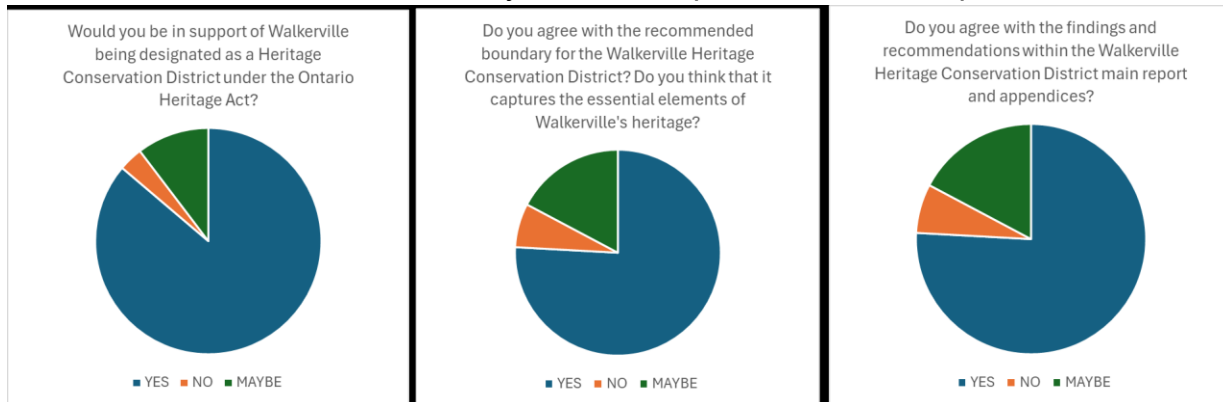


Figure 3: The November 20, 2023 Public Meeting.



Figure 4: The November 25, 2024, Public Meeting.

On November 25, 2024 the second public engagement event was held for the Walkerville HCD Study at the same location, Willistead Manor. Presentation materials and draft report contents were uploaded in advance on “Let’s Talk Windsor”, along with an online survey. Prior to the event, Heritage Planning Staff circulated the draft report and appendices to internal Planning Department staff for review, however no feedback or comments were received. 2,632 notification letters were mailed by Canada Post to all properties within the original Study Area boundary, email notices were sent to “Let’s Talk Windsor” subscribers, and a News Release, Media Advisory, and Social Media blast-outs helped to spread the word. 103 persons were in attendance at the event. The presentation and Q & A session were video-recorded and uploaded on “Let’s Talk Windsor” along with a write-up of the FAQs. 29 survey responses were submitted, the results of which are summarized in Figure 5 below. Participants expressed concerns about intensification, added density, and incompatible infill development in Walkerville,



however they were also extremely wary about private property restrictions and impacts. Overall, there was a strong emphasis on the need to recognize, celebrate, and conserve Walkerville’s heritage, while also not overstepping property owners’ rights, while also balancing land development and more housing units.

Figure 5: Responses to Let’s Talk Windsor online survey questions.

Heritage Planning staff have consulted with Josie Gualtieri, Financial Planning Administrator, Finance Department for confirmation of fund balances, as well as Kate Tracey and Aaron Farough, Senior Legal Counsels, Legal Department in the preparation of this report.

Conclusion:

Walkerville's rich history, scenic streetscapes, unique buildings, and carefully planned aesthetic underscores its significant cultural heritage value. This distinctive neighbourhood is a critical area for heritage conservation in a time of rapid growth. With public support and a clear implementation plan, the pursuit of Walkerville’s heritage designation through a HCD ensures that Walkerville's historical and cultural legacy is preserved for future generations while responsibly managing inevitable changes.

The Walkerville HCD Study Report provides compelling evidence to support its designation under both the legal provisions of the *OHA* and the municipal requirements under Official Plan policies. The recommendations within the Walkerville HCD Study Report demonstrate a clear and actionable path forward for preserving Walkerville's

heritage character while accommodating compatible change. Furthermore, the Walkerville HCD Study Report addresses potential challenges such as municipal resource management and public concerns, offering practical solutions through detailed policies, guidelines, and community engagement strategies. Administration recommends that City Council receive the Walkerville HCD Study Report, inclusive of the adoption of the six recommendations herein, proceed with the Plan and Guidelines Stage, and allocate appropriate funds to execute the Plan and Guidelines (Stage 2) of the Walkerville HCD project.

Planning Act Matters: N/A

Approvals:

Name	Title
Emilie Dunnigan	Manager, Development Revenue & Financial Administration
Michael Dennis	Manager, Strategic Capital Budget Development & Control
Jason Campigotto	Deputy City Planner – Growth (A)
Neil Robertson	City Planner/Executive Director – Planning and Development
Kate Tracey	Senior Legal Counsel
Janice Guthrie	Commissioner, Finance and City Treasurer
Jelena Payne	Commissioner, Economic Development
Janice Guthrie acting for Joe Mancina	Chief Administrative Officer

Notifications:

Name	Address	Email
List provided to clerk’s office		

Appendices:

1 Appendix A – Walkerville HCD Study Main Report and Appendices available at www.citywindsor.ca due to size.






- 2 Appendix B – Walkerville HCD Study Maps
- 3 Appendix C – *Ontario Heritage Act* HCD Provisions and Official Plan Policies

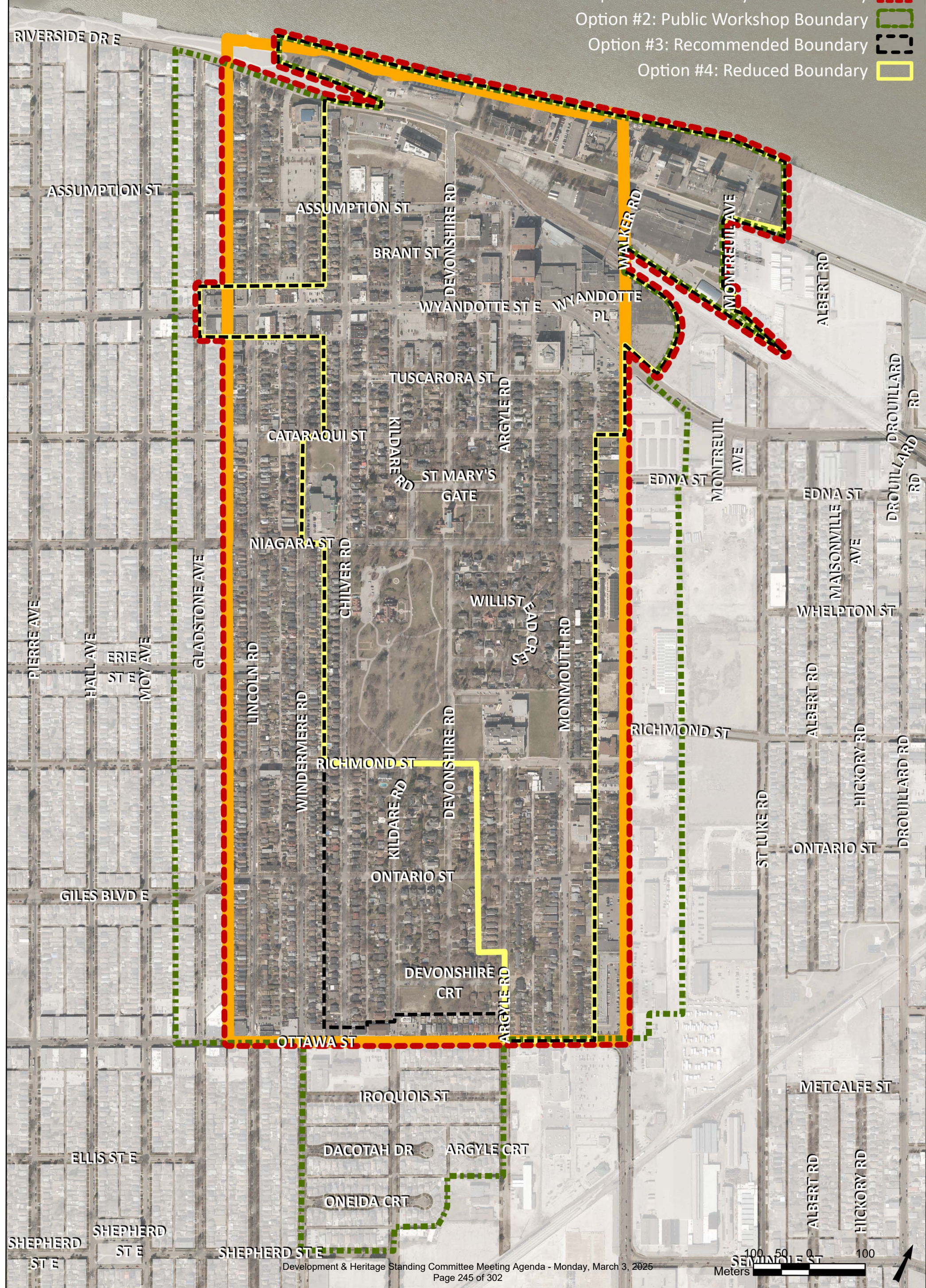
Appendix 'B' – Walkerville HCD Study Maps

1. Walkerville HCD Study Area – Boundary Options
2. Walkerville HCD Study Area – Recommended Boundary and Sub-Areas
3. Walkerville HCD Study Area – Preliminary Assessment of Contributing and Non-Contributing Properties
4. Walkerville HCD Study Area – Proposed Extended Heritage Area Boundary

Walkerville Heritage Conservation District Study Area








Boundary Options

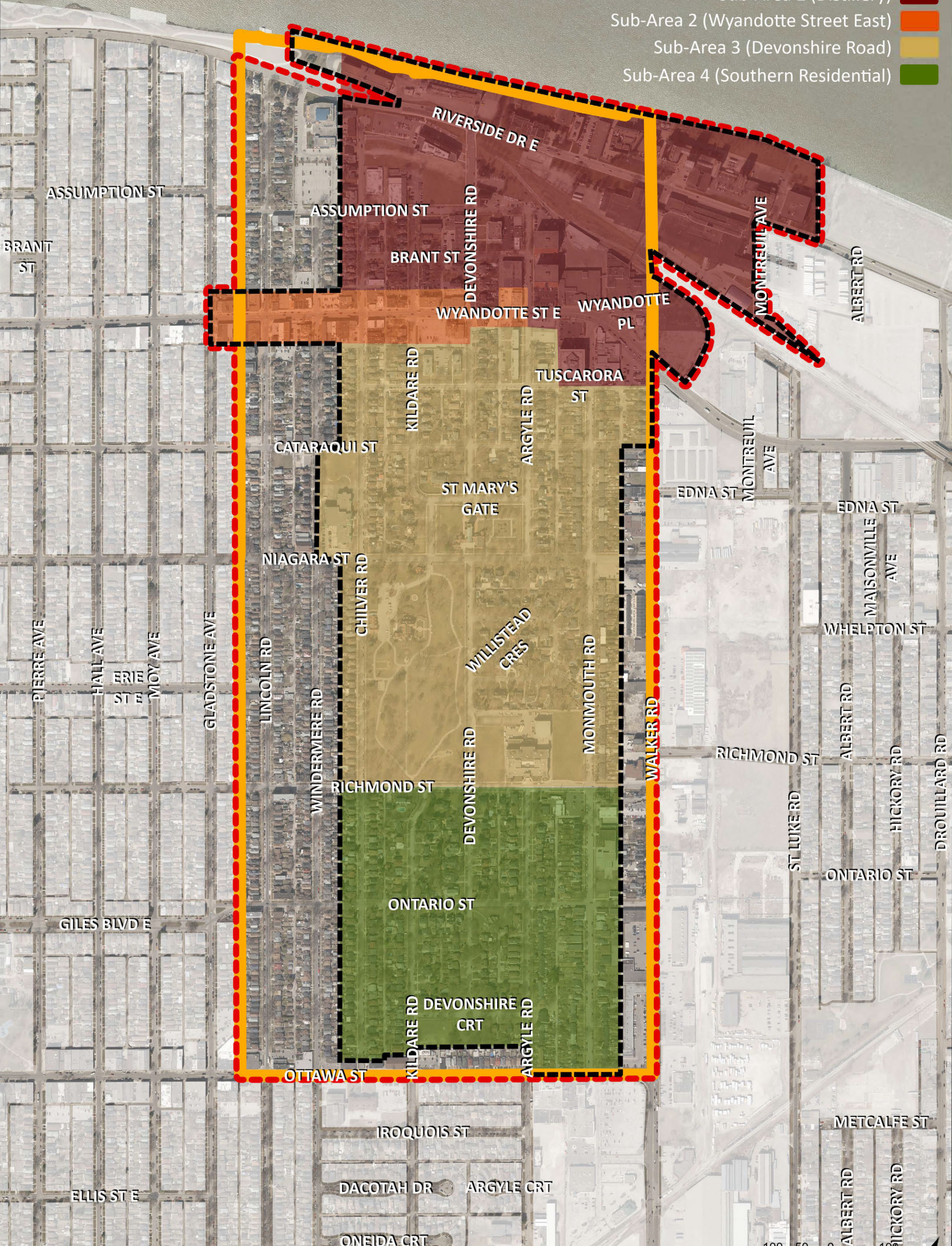
- Heritage Area Boundary 
- Option #1: RFP Study Area Boundary 
- Option #2: Public Workshop Boundary 
- Option #3: Recommended Boundary 
- Option #4: Reduced Boundary 



Walkerville Heritage Conservation District Study Area

Recommended Boundary and Sub-Areas

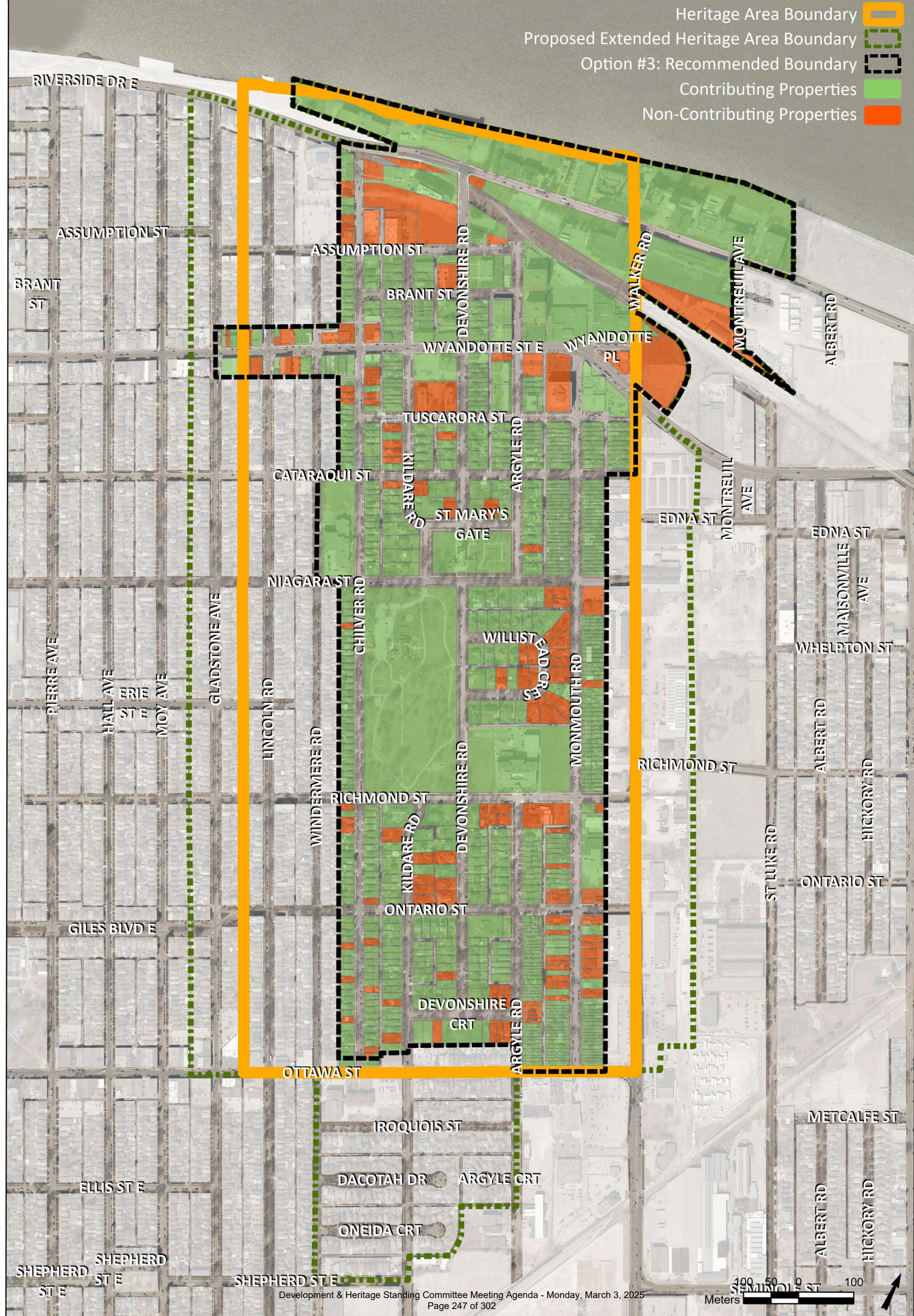
- Heritage Area Boundary 
- RFP Study Area Boundary 
- Option #3: Recommended Boundary 
- Sub-Area 1 (Distillery) 
- Sub-Area 2 (Wyandotte Street East) 
- Sub-Area 3 (Devonshire Road) 
- Sub-Area 4 (Southern Residential) 



Walkerville Heritage Conservation District Study Area

Preliminary Assessment of Contributing and Non-Contributing Properties

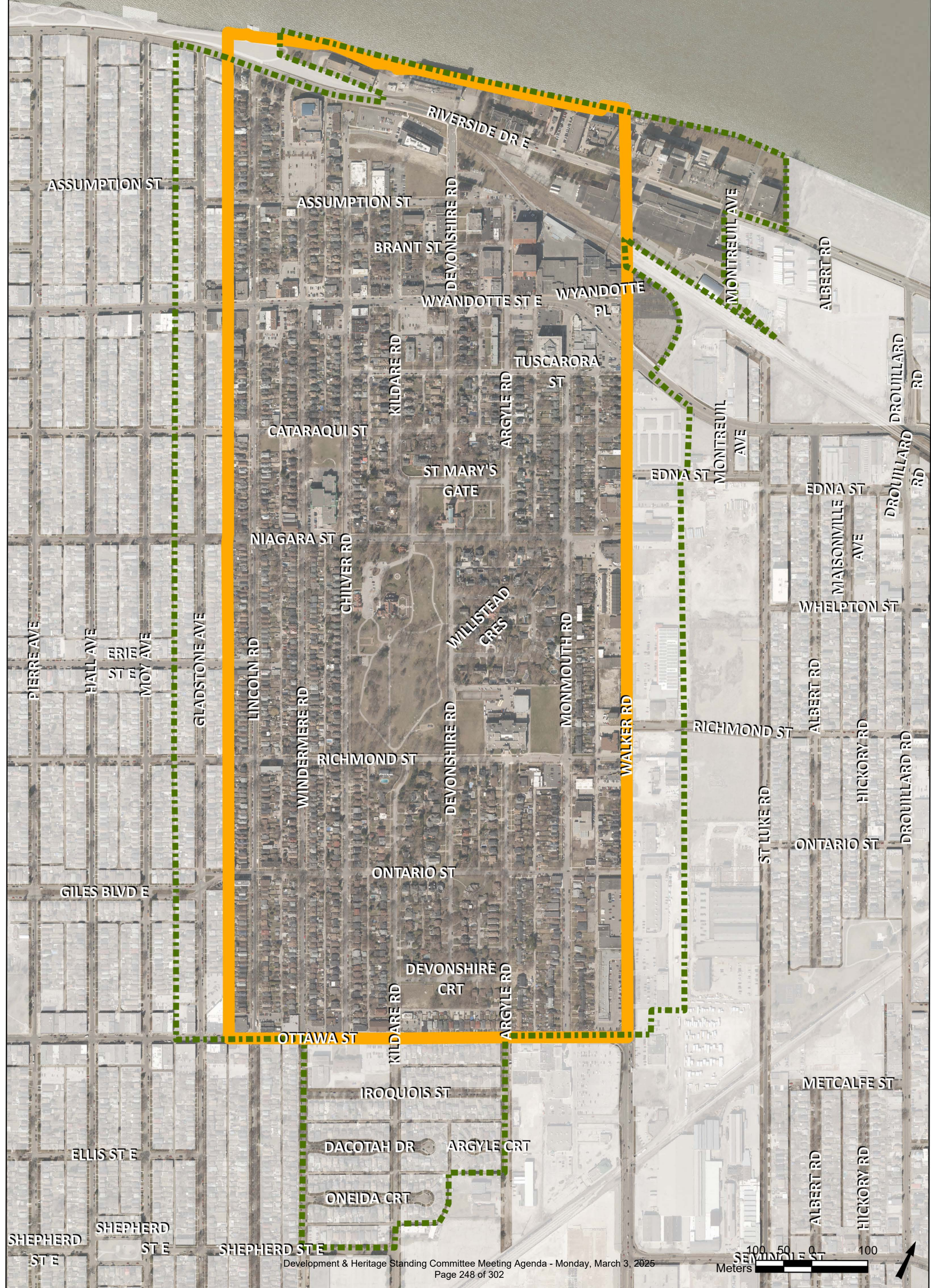
- Heritage Area Boundary
- Proposed Extended Heritage Area Boundary
- Option #3: Recommended Boundary
- Contributing Properties
- Non-Contributing Properties



Walkerville Heritage Conservation District Study Area

Proposed Extended Heritage Area Boundary

Heritage Area Boundary 
Option #2: Public Workshop Boundary 



Appendix 'C' – Ontario Heritage Act HCD Provisions and City of Windsor Official Plan Policy Tools to Regulate Heritage Changes

Ontario Heritage Act PART V: HERITAGE CONSERVATION DISTRICTS

Area study

40 (1) The council of a municipality may undertake a study of any area of the municipality for the purpose of designating one or more heritage conservation districts. 2005, c. 6. s. 29.

Scope of study

(2) A study under subsection (1) shall,

(a) examine the character and appearance of the area that is the subject of the study, including buildings, structures and other property features of the area, to determine if the area should be preserved as a heritage conservation district;

(b) examine and make recommendations as to the geographic boundaries of the area to be designated;

(c) consider and make recommendations as to the objectives of the designation and the content of the heritage conservation district plan required under section 41.1;

(d) make recommendations as to any changes that will be required to the municipality's official plan and to any municipal by-laws, including any zoning by-laws. 2005, c. 6. s. 29.

Consultation

(3) If the council of a municipality has established a municipal heritage committee under section 28, the council shall consult with the committee with respect to the study. 2005, c. 6. s. 29.

Ontario Heritage Act: ONTARIO REGULATION 9/06

Criteria for determining cultural heritage value or interest

Criteria, s. 41 (1) (b) of the Act

3. (1) The criteria set out in subsection (2) are prescribed for the purposes of clause 41 (1) (b) of the Act. O. Reg. 569/22, s. 1.

(2) Subject to subsection (3), in the case of a by-law passed under subsection 41 (1) of the Act on or after January 1, 2023, a municipality or any defined area or areas of it may be designated by such a by-law as a heritage conservation district under subsection 41 (1) of the Act if the municipality or the defined area or areas of it meets the following criteria:

1. At least 25 per cent of the properties within the municipality or defined area or areas satisfy two or more of the following:

- i. The properties have design value or physical value because they are rare, unique, representative or early examples of a style, type, expression, material or construction method.
- ii. The properties have design value or physical value because they display a high degree of craftsmanship or artistic merit.
- iii. The properties have design value or physical value because they demonstrate a high degree of technical or scientific achievement.
- iv. The properties have historical value or associative value because they have a direct association with a theme, event, belief, person, activity, organization or institution that is significant to a community.
- v. The properties have historical value or associative value because they yield, or have the potential to yield, information that contributes to an understanding of a community or culture.
- vi. The properties have historical value or associative value because they demonstrate or reflect the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.
- vii. The properties have contextual value because they define, maintain or support the character of the district.
- viii. The properties have contextual value because they are physically, functionally, visually or historically linked to each other.
- ix. The properties have contextual value because they are defined by, planned around or are themselves a landmark. O. Reg. 569/22, s. 1.

City of Windsor Official Plan CHAPTER 9: HERITAGE CONSERVATION

The Official Plan designates Walkerville as a “Heritage Area” within Schedule G: Civic Image. The Walkerville Heritage Area is generally bound by the Detroit River to the north, Walker Road to the east, Ottawa Street to the south, and Lincoln Road to the west. The following policies apply:

	9.3.5	Enhancement of Heritage Resources
	9.3.5.1	Council will enhance heritage resources by:
<i>HERITAGE AREAS AND HERITAGE CONSERVATION DISTRICTS</i>	9.3.5.1 (a)	Ensuring that within any Heritage Area or Heritage Conservation District that:
<i>INFRASTRUCTURE</i>	9.3.5.1 (a) (i)	Infrastructure undertakings respect and enhance the historic character of the area;
<i>DEVELOPMENT</i>	9.3.5.1 (a) (ii)	Development be of compatible height, massing, scale, setback and architectural style;

City of Windsor Official Plan CHAPTER 6: LAND USE

The Walkerville Heritage Area is also a Mature Neighbourhood area as per Official Plan Schedule A-1, where the Windsor Intensification Guidelines for Stable and Mature Neighbourhoods apply, as well as the following Official Plan policies:

	6.3	Residential
	6.3.2	Policies
<i>HERITAGE CONSERVATION</i>	6.3.2.17	Council shall encourage the retention, restoration and sensitive renovation of historic and/or architecturally significant residential buildings in accordance with the Heritage Conservation chapter of this Plan. Infill and intensification within Mature Neighbourhoods, shown on Schedule A-1, shall be consistent with the built form, height, massing, architectural and landscape of the area. Council will adopt Design Guidelines to assist in the design and review of development in these areas.
<i>ADDITIONAL DWELLING UNIT REQUIREMENTS</i>	6.3.2.24	An additional dwelling unit shall be permitted within the primary dwelling unit and a building accessory to the primary dwelling unit subject to the following criteria: (e) Where located on a parcel of urban residential land identified on the Municipal Heritage Register or within a Mature Neighbourhood identified on Schedule A-1 the additional dwelling unit must not alter the exterior of an existing primary or accessory building visible from the street or other public space unless it is demonstrated, to the satisfaction of the City Planner, that the proposed alteration would not detract from the cultural heritage value and attributes of the property or Mature Neighbourhood...

Subject: Windsor Municipal Heritage Register – Updates about Bill 23 Strategies (City-wide)

Reference:

Date to Council: March 3, 2025
Author: Tracy Tang, MCIP, RPP
Planner III – Heritage (A)
Email: ttang@citywindsor.ca
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Planning & Building Services
Report Date: January 15, 2025
Clerk's File #: MBA/14619

To: Mayor and Members of City Council

Recommendation:

- I. THAT the report of the Acting Heritage Planner regarding 2025 Updates on the Implementation of the seven (7) Bill 23 Strategies **BE RECEIVED** for information.
 - Strategy 1: Walkerville Heritage Conservation District Plan and Guidelines
 - Strategy 2: Part IV Designation of properties of “high” priority
 - Strategy 3: Exploring new ways to designate
 - Strategy 4: Designation through Development Review and Incentive Programs
 - Strategy 5: Protections through Demolition Control By-law
 - Strategy 6: Protection of City-Owned Heritage resources through Council direction
 - Strategy 7: Continued recognition of heritage properties through a Windsor Heritage Inventory
- II. THAT \$150,000 in available funds in the Capital Project 7241028 (Bill 23 Municipal Heritage Register) **BE TRANSFERRED** into the Capital Project 7141014 (Heritage Conservation District Study) for the funding of Strategy 1: Walkerville Heritage Conservation District Plan and Guidelines; and,
- III. THAT \$25,000 in available funds in the Capital Project 7241028 (Bill 23 Municipal Heritage Register) **BE TRANSFERRED** into the Capital Project 7086006 (Windsor Archaeological Management Plan) for the funding of the outstanding archaeologist consulting fees.

Executive Summary: N/A

Background:

On November 28, 2022, *Bill 23, More Homes Built Faster Act* received Royal Assent and introduced amendments to the *Ontario Heritage Act (OHA)*. A summary of the impacts of the Bill were brought to Council on February 27, 2023 through Council Report C 19/2023. One significant change to the *OHA* requires that properties listed on a Municipal Heritage Register be removed from the Register if Council does not issue a Notice of Intention to Designate (NOID) the property by January 1, 2025. Once removed, the property cannot be listed again on the Register for a period of five years. After January 1, 2025, City Council could, however, consider the designation of a property that was removed from the Register as long as the designation of the property is based on prescribed criteria.

As of July 10, 2023, there were a total of 884 listed heritage properties on the Windsor Municipal Heritage Register. If no action were taken, the 884 listed properties would effectively lose all heritage protection on January 1, 2025 and could be subject to demolition. On September 5, 2023, City Council through CR 365/2023 approved the seven (7) strategies to evaluate the listed heritage properties within Council Report S 88/2023 titled “Windsor Municipal Heritage Register: Strategies in Response to Provincial Bill 23 (City-wide)”.

Further on April 22, 2024, City Council received a verbal update to the Municipal Heritage Register: Strategies and requested that the Heritage Planner report back at a future Development & Heritage Standing Committee (DHSC) date (CR 158/2024). On June 6, 2024, *Bill 200, the Homeowner Protection Act* received Royal Assent and extended the deadline for municipalities to issue a NOID for listed properties before they are removed from the register from January 1, 2025 to January 1, 2027. Subsequently on July 8, 2024, City Council through CR 158/2024 directed Administration to report back to DHSC on resource capacity and practicality given the two year extended deadline.

This report provides a brief update on the progress undertaken on the seven strategies since the verbal update received on April 22, 2024.

Discussion:

The total number of properties recognized on the Windsor Municipal Heritage Register is 1,272. Table 1 below shows the breakdown of properties with heritage status through the *OHA* as of the date of this report. The majority of the properties, totaling 881, are listed but not designated. Windsor has 135 individually designated properties, along with an additional 256 properties designated as part of a Heritage Conservation District (HCD).

Heritage Status	Counts
Register listed (focus of this report)	881
Designated	135
Designated through a HCD (Prado or Sandwich)	256

Total	1272
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Table 1: Heritage Status of Properties on the Windsor Municipal Heritage Register

Being listed on the Municipal Heritage Register currently provides properties with interim protection under the *OHA*. This includes a provision that requires property owners to provide at least 60 days’ notice to the municipality prior to demolishing or removing any structures on the property. During this period, the municipality has the opportunity to evaluate the property’s cultural heritage value or interest and decide whether to proceed with a NOID, thereby affording the property full heritage protection under Part IV of the *OHA*. The listing status also raises awareness among the public, municipal staff, and potential developers about the historical or cultural significance of a property, thereby encouraging sensitive treatment of these resources during planning and development processes. Additionally, it allows municipalities to request a Heritage Impact Assessment (HIA) as part of development applications to better understand and mitigate potential impacts on listed properties. While not as robust as designation, these measures act as critical tools to prevent immediate loss and promote informed decision-making regarding heritage conservation.

In a typical year, the City of Windsor designates only a few heritage properties, most of which are initiated by property owners. The designation process, governed by the *Ontario Heritage Act*, is criteria-based and requires in-depth research through archives, local history centers, various historical sources, and site visits before a designation report is prepared for recommendation to the Heritage Committee and City Council. This is followed by statutory processes, including notifications, by-law preparation, registration, and potential appeals, with the entire process typically taking six months from initiation to Council adoption.

To address the implications of Bill 23 and Bill 200 on the 881 listed heritage properties, Heritage Planning staff developed seven strategies to prioritize the evaluation process. These strategies were informed by ongoing work, an administrative review of properties potentially at risk of demolition, and best practices implemented elsewhere in Ontario. The following section provides an update on the implementation of these strategies since they were first presented to City Council in September 2023, reorganized and renumbered based on their efficacy and impact to date.

Heritage Register Evaluation Strategies

Strategy 1: Walkerville Heritage Conservation District Plan and Guidelines (269 properties, 31%)

Through the undertaking of the Walkerville HCD Study (CR334/2019 and CR32/2021) from Fall 2023 to Fall 2024, a Recommended Boundary (generally bound by Chilver Rd, Ottawa St, Walker Rd, Detroit River) was identified by the retained heritage consultants of M. R. Letourneau and Associates Inc. (MRLA). Of the 881 listed properties on the Windsor Municipal Heritage Register, 269 properties are located within the Recommended Boundary. This represents an estimated 31% of all listed properties on the register and speaks to the unique history, architecture, and fabric that defines this heritage-rich and significant area.

Should Heritage Committee and City Council direct Administration to proceed with the Plan and Guidelines Phase for the Walkerville HCD, then next steps would be pursued for the protection of all properties within the Recommended Boundary. The potential exists for the 269 listed properties currently on the Heritage Register within the Recommended Boundary (31%) to be protected by Part V heritage designation of the *Ontario Heritage Act* by the time that Bill 23's January 1, 2027 deadline comes into effect.

Strategy 2 (previously 3): Part IV Designation of properties of “high” priority (192 properties, 22%)

Administration has been conducting heritage research to prepare for the designation of high-priority properties under Part IV, Section 29 of the *OHA*. In the summer of 2023, in preparation for Council Report S 88/2023 (CR 365/2023), Administration undertook a preliminary review, priority ranking, and categorization of properties on the Heritage Register, excluding those within the Walkerville Heritage Area. Rankings were determined based on various factors, including cultural heritage value or interest under O. Reg. 9/06 of the *OHA*, risk factors, historical geography, and location within a main street area. This assessment utilized the Heritage Planner's professional expertise, Google Street View, and municipal heritage property files, assigning each property a priority ranking of high, medium, or low.

Of the 881 listed properties, 239 (27%) were identified as high priority, with strong merits for designation. This includes 33 City-owned properties (addressed under Strategy 6) and 14 properties within the proposed Walkerville HCD boundary (covered under Strategy 1), leaving 192 properties (22%) to be addressed under Strategy 2.

To support this effort, four University of Windsor Department of History students and four University of Waterloo co-op students were engaged to conduct historical research on high-priority listed properties. Since the launch of the Cultural Heritage Evaluation Research (CHER) project in June 2024, 59 properties have been researched and evaluated for heritage designation potential based on the criteria outlined in O. Reg. 9/06 of the *OHA*. Properties were grouped into broad categories, as outlined in Table 2 below.

Categories of Heritage Listed Properties	Counts
School	14
Place of Worship	25
Community Landmarks/Significance	5
University of Windsor	11
Industrial	3
Risk from Development Pressure	1

Table 2: Categories of the 59 Researched Heritage Listed Properties

Ford Powerhouse	All Saint's Church	W. C. Kennedy High School	Windsor Grove Cemetery
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Examples of some “high” priority heritage listed properties. Photos sourced from Google Streetview and Google Earth.

Pending strategic discussions with large property owners and corporations (e.g. University of Windsor and the Greater Essex County District School Board), these 59 properties have the potential to be the first to receive individually designated status under Part IV Section 29 of the *OHA*. These represent about 25% of the 239 “strongest” listed properties and 7% of the 881 total listed properties.

Based on feedback from both UWindsor History students and UWaterloo co-op students, it takes an average of 18.5 hours for a student to complete the initial desktop research for a single property. This includes historical property research, an assessment of its ability to meet the criteria under O. Reg. 9/06, and drafting a preliminary Statement of Cultural Heritage Value or Interest. Students were assigned only the initial research portion of the designation process, as the municipal administrative tasks, such as reviewing and verifying findings, justifying designation merits under O. Reg. 9/06, drafting and circulating a designation report with appendices, presenting to the Heritage Committee and City Council, preparing a Designation By-law, and issuing public notices, are complex and require specialized expertise. The total estimated time required to complete both the desktop research and the full heritage designation process for a single property is approximately 37 hours, or one full five-day workweek.

Strategy 3 (previously 4): Exploring new ways to designate

Staff are investigating a “batch designation” approach, which has been suggested and implemented by other municipal heritage planners across Ontario, to speed up the designation process. A batch approach (e.g. one report brought forward for all heritage properties that are owned by the same entity/corporation/owner) would save Administration time and resources in preparing designation reports for each individual property as well as Committee and Council time and resources in their consideration. Staff hope to begin consulting with large institutional landowners to collaborate on the designation of significant heritage listed properties, to increase consensus, and to reduce potential appeals and delays.

Staff are also investigating voluntary designations by heritage-minded property owners. This is a “low-hanging-fruit” strategy that is being employed by other Ontario municipalities to protect privately-owned heritage properties, a majority of which are primary residences of the property owners. To support this effort, staff could prepare and distribute letters to listed property owners, providing informational and educational materials about the heritage designation process and its benefits. This approach aims to

promote awareness and foster collaboration with property owners to protect Windsor's heritage assets proactively.

Strategy 4 (previously 2): Designation through Development Review and Incentive Programs

Through the *Planning Act* development application circulation process or a Community Improvement Plan financial incentive application, Heritage Planning staff have the ability to identify listed properties with designation interest or merits. Should a development application be submitted that poses potential impacts to a listed (non-designated) property, Heritage Planning staff have the ability to request for a Heritage Impact Assessment which contains evaluations for heritage merits and may result in recommendations for designation. By way of development review, three listed properties have been or are in the process of being individually designated under Part IV of the *OHA*:

- 1646 Alexis Rd, Gordon McGregor School
- 1982 Norman Rd, St. Jules School
- 1958-98 Wyandotte St E, Strathcona Bldg.

Administration will continue focusing on properties that can be designated and protected through the development review process. It must be noted though that once listed properties are removed from the Heritage Register, Council will not be able to designate properties that are not already on the heritage register when a development application is triggered. It must also be noted that for listed properties within the Walkerville HCD Study Report Recommended Boundary, should a development application be submitted, the individual Part IV designation process is not being pursued due to overlaps with the concurrent Walkerville HCD Study.

Strategy 5 (previously 6): Protections through Demolition Control By-law

In the future, Planning staff may explore the use of Section 33 Demolition Control By-laws under the *Planning Act* on targeted geographic areas, for example Heritage Areas and Mature Neighbourhoods, where there are collections of heritage resources. Although the primary objective of Section 33 is to preserve residential housing or facilitate its replacement rather than to protect or restore heritage assets, a Demolition Control By-law could offer interim protection by deterring demolitions.

Strategy 6 (previously 5): Protection of City-Owned Heritage resources through Council direction (33 properties, 4%)

Through Council Resolution CR 365/2023, City Council has committed to protecting Heritage properties that are City-owned in the same fashion as pre-Bill 23, even if properties are removed on January 1, 2027. 33 of 881 listed properties (4%) on the Windsor Municipal Heritage Register are City-owned and ranked “high” under Strategy 2. Further, City Council has committed to encouraging a high degree of heritage sensitivity by all City Departments in conformance with the City of Windsor Official Plan.

Strategy 7: Continued recognition of heritage properties through a Windsor Heritage Inventory

It is inevitable that many of the heritage listed properties would be stripped of their *Ontario Heritage Act* status after Bill 23's removal requirements come to maturity on January 1, 2027. Administration will continue to keep a list of Windsor's Heritage Inventory of cultural heritage resources so that the Windsor community can continue to access, seek information, and build awareness of local history.

Official Plan Policy:

The preamble of Chapter 9 – “Heritage Conservation” of the City of Windsor Official Plan Volume I reads “A community’s identity and civic pride is rooted in physical and cultural links to its past. In order to celebrate Windsor’s rich history, Council is committed to recognizing, conserving and enhancing heritage resources.” The seven strategies to evaluate the 881 ‘listed’ properties on the heritage register for protection and conservation through potential designation complies with the objectives and policies within the City of Windsor Official Plan. See Appendix ‘A’ for a list of relevant objectives and policies.

Risk Analysis:

There is no risk to receiving this report for information. However, there is a risk of inaction, that being the potential loss of heritage recognition to more than 800 listed properties. The risk also goes beyond identification and recognition to potential demolition and irreversible loss of Windsor’s heritage resources that would be a detriment to current and future generations.

Strategy 1, which involves the potential Part V designation of the Walkerville HCD, would protect 269 listed properties, while Strategy 6 would cover 33 listed properties. Of the 239 highest-priority properties, 14 fall within the Walkerville HCD (Strategy 1), and 33 are City-owned properties covered by Strategy 6, leaving 192 properties to be addressed through Strategy 2.

However, Strategy 2 is the most resource-intensive and time-consuming approach. It also carries the highest risk of appeal, as Part IV, Section 29 of the *OHA* includes provisions for public notices for the NOID, objections to the NOID, and appeals to the Ontario Land Tribunal (OLT) regarding Council’s decision on an objection. Based on consultations with other municipal heritage planners across Ontario, an estimated 5 to 10% of NOIDs issued typically face objections. Given that Strategy 2 targets 192 properties for individual designation under Part IV, the City could expect approximately 10 to 19 objections and/or appeals to the OLT. Each appeal would involve legal costs, including in-house legal representation and potentially third-party expert reviews.

Given the resource-intensive nature of Strategy 2, advancing individual heritage designations at an accelerated pace would require a reallocation of staff efforts or additional resources. The 2025 Operating Budget deliberations include proposals for temporary staff positions to support the implementation of Bill 23 strategies. With dedicated resources, Administration anticipates that all 192 high-priority properties under Strategy 2 could be designated under Part IV of the Ontario Heritage Act by

January 1, 2027. Combined with Strategies 1 and 6, this would provide heritage protection for approximately 56% of the City's 881 listed properties.

Strategy	Counts	Percentages
Strategy 1: Walkerville HCD	269/881	31%*
Strategy 2: Highest priority/merits	192/881	22%
Strategy 6: City-owned	33/881	4%
Total	494/881	56%

Table 3: Breakdown of ability per strategy to protect listed properties

**Contingent on Recommendation II to allocate funds and Recommendations I and II of Report S 6/2025 to proceed with Stage 2 of the Walkerville HCD project*

While not all listed properties warrant designation and designating every listed property on the register is neither practical nor necessary, proactive efforts are essential to protect those with the highest cultural heritage value. The seven approved strategies provide a clear path for prioritizing and protecting Windsor's most valuable heritage resources. These efforts ensure that heritage conservation is carried out strategically, balancing resources with the importance of preserving the City's cultural identity.

Climate Change Risks

Climate Change Mitigation: N/A

Climate Change Adaptation: N/A

Financial Matters:

The capital project 7241028 (Bill 23 Municipal Heritage Register) was established as part of the March 2024 Capital Variance report (CR336/2024, report C69/2024) with a balance of \$367,566. To date, \$22,010 in costs have been incurred. The capital project currently has a remaining balance of \$345,556 available.

Through Recommendation II of this report, Administration is proposing that \$150,000 from capital project 7241028 be transferred to capital project 7141014 (Heritage Conservation District Study) to cover anticipated costs for Strategy 1: Walkerville HCD for the Walkerville HCD Stage 2 Plan & Guidelines. This is due to Strategy 1 being the most effective method of protecting the largest number (31%) of listed heritage properties. Financial details for the Walkerville HCD project are described in concurrent Report S 6/2025. Project 7141014 was established as part of the 2014 Capital Budget and has a remaining balance of \$158,113.

Through Recommendation III of this report, Administration is proposing another \$25,440 from capital project 7241028 be transferred to capital project 7086006 (Windsor Archaeological Management Plan) to cover the deficit in the project due to archaeologist consulting. Project 7086006 was established as part of the 2008 Capital Budget and has no remaining balance.

Should Committee and Council adopt the recommendations of this report, the remaining balance of capital project 7241028 would be \$170,116.00. The financial status of capital project 7241028 as well as anticipated costs are simplified in Table 4 below.

Balance of capital project 7241028	\$367,566.00
Total costs incurred	(\$22,010.00)
Total balance remaining	\$345,556.00
Capital project 7141014 (Strategy 1: Walkerville HCD) transfer	(\$150,000.00)
Capital project 7086006 (WAMP) transfer	(\$25,440.00)
Total transfers	(\$175,440.00)
Anticipated balance of capital project 7241028	\$170,116.00
Total anticipated costs	(\$159,200.00)
Total anticipated balance remaining	\$10,916.00

Table 4: Table summarizing incurred and estimated future costs for the implementation of the seven Bill 23 strategies

In addition, the 2025 Operating Budget deliberations include \$217,888 in One Time Funding for two (2) temporary “Planner II – Heritage” positions (2025-0026) to increase staff resourcing to implement the Bill 23 Heritage Register Evaluation Strategies and pursue the protection of Windsor’s heritage resources. These positions are proposed to be dedicated to undertaking the seven strategies and evaluation of ‘listed’ heritage properties for designation potential.

Council’s consideration of the recommendations of this report and support of the additional staff resourcing would enable the pursuit of all seven identified Bill 23 strategies and result in a higher number of listed properties being protected, so that Windsor’s history and legacy are preserved for current and future generations. This work outline and identified funding will allow Administration to undertake the strategies presented in this report to protect as many properties as possible by the January 1, 2027 deadline mandated by Bill 23 and Bill 200.

Consultations:

Heritage Planning staff have consulted with Josie Gualtieri, Financial Planning Administrator, Finance Department and Michael Dennis, Manager, Strategic Capital Budget Development and Control, Finance Department for confirmation of fund balances, as well as Kate Tracey and Aaron Farough, Senior Legal Counsels, Legal Department in the preparation of this report. Heritage Planning staff have also been in

communication with the Ontario Heritage Planners Network to receive updates on other municipalities' undertaking of Bill 23 strategies.

Conclusion:

The seven City Council approved strategies help to respond to the potential mass loss of heritage properties across Windsor by conducting designations through various studies, initiatives, and innovative methods. Administration recommends that City Council receive this report for information and continue to support Administration's undertaking of the seven strategies through the allocation of funds and resources.

Planning Act Matters: N/A

Approvals:

Name	Title
Emilie Dunnigan	Manager, Development Revenue & Financial Administration
Jason Campigotto	Deputy City Planner – Growth (A)
Neil Robertson	City Planner/Executive Director – Planning and Development
Kate Tracey	Senior Legal Counsel, Legal Services & Real Estate
Janice Guthrie	Commissioner, Finance and City Treasurer
Jelena Payne	Commissioner, Economic Development
Janice Guthrie acting for Joe Mancina	Chief Administrative Officer

Notifications:

Name	Address	Email

Appendices:

- 1 Appendix A – Official Plan Volume I Chapter 9, Objectives & Policies

Appendix 'A' – Official Plan Volume I Chapter 9 Objectives and Policies

The undertaking of the seven strategies in response to Bill 23 is supported by the following objectives in the Official Plan:

<i>CONSERVATION MANAGEMENT</i>	9.2.1	To conserve Windsor's heritage resources for the benefit of the community and posterity in a manner which respects their architectural, historical and contextual significance and ensures their future viability as functional components of Windsor's urban environment.
<i>LEADERSHIP BY EXAMPLE</i>	9.2.3	To lead the community in the protection, improvement, utilization and management of heritage resources by using municipally owned heritage properties as examples of proper conservation and stewardship.
<i>PUBLIC AWARENESS & PARTICIPATION</i>	9.2.4	To increase awareness and appreciation of Windsor's heritage resources and encourage participation by individuals, organizations and other levels of government in heritage conservation.

The undertaking of the seven strategies in response to Bill 23 is supported by the following policies in the Official Plan:

	9.3.2.1	Council will identify Windsor's heritage resources by:
<i>AREA STUDIES</i>		(b) Researching and documenting the history, and architectural and contextual merit of potential heritage resources on an area or neighbourhood basis in conjunction with Heritage Conservation District studies, secondary plans or other special studies as may be appropriate;
<i>INDIVIDUAL SITES</i>		(c) Researching and documenting the history, and architectural and contextual merit of potential heritage resources on an individual property basis;
<i>PUBLIC ASSISTANCE</i>		(d) Encouraging and supporting individuals and groups in recommending potential heritage resources.
	9.3.3.1	Council will recognize Windsor's heritage resources by:
<i>DESIGNATE HERITAGE PROPERTIES</i>		(a) Designating individual buildings, structures, sites and landscapes as heritage properties under the Ontario Heritage Act;
<i>HERITAGE CONSERVATION DISTRICTS</i>		(b) Designating groups of buildings and areas as Heritage Conservation Districts under the Ontario Heritage Act;
<i>LIST OF DESIGNATED HERITAGE PROPERTIES</i>		(c) Maintaining a list of designated heritage properties;
	9.3.3.4.	Council will identify heritage resources by:

*IDENTIFY
HERITAGE
RESOURCES
HERITAGE
REGISTER*

- (a) Maintaining and updating the list of built heritage resources known as the Windsor Municipal Heritage Register; and
- (b) Identifying neighbourhoods containing collections of important heritage resources such as Heritage Areas and Heritage Conservation Districts on Schedule 'G': Civic Image.

9.3.6.1. Council will manage heritage resources by:

LEADERSHIP

- (b) Protecting, conserving and managing Municipally owned heritage resources in a manner which furthers the objectives and policies of this Plan and which sets an example of leadership for the community in the conservation of heritage resources;

*MUNICIPAL
OPERATIONS*

- (c) Ensuring that the activities of all Municipal departments respect the character and significance of Windsor's heritage resources;

*PUBLIC
PARTICIPATION*

- (d) Encouraging public participation in the conservation of heritage resources;

*PRIVATE
INITIATIVES*

- (e) Providing support and encouragement to organizations and individuals who undertake the conservation of heritage resources by private means;

*AWARENESS &
EDUCATION*

- (f) Promoting public understanding, appreciation and enjoyment of Windsor's heritage resources through an on-going public awareness and education programme;

*INFORMATION
BASE*

- (i) Creating a heritage resource information base to identify heritage resources.

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

Name	Title
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

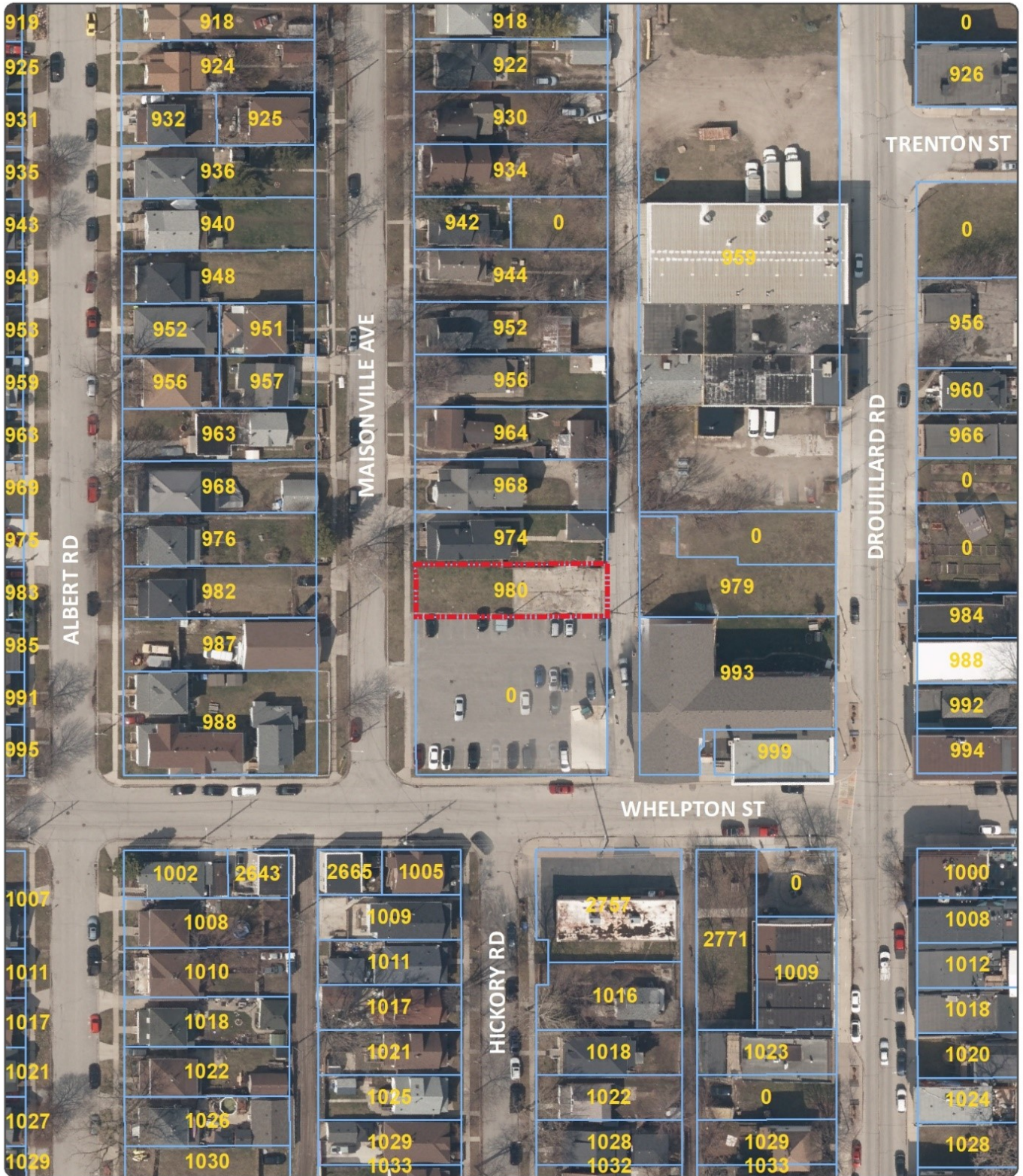
Notifications:

Name	Address	Email

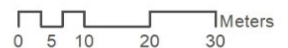
Appendices:

- 1 Appendix A - Location Map
- 2 Appendix B - Proposed Single Family Dwelling with ADUs

Appendix A - Location Map

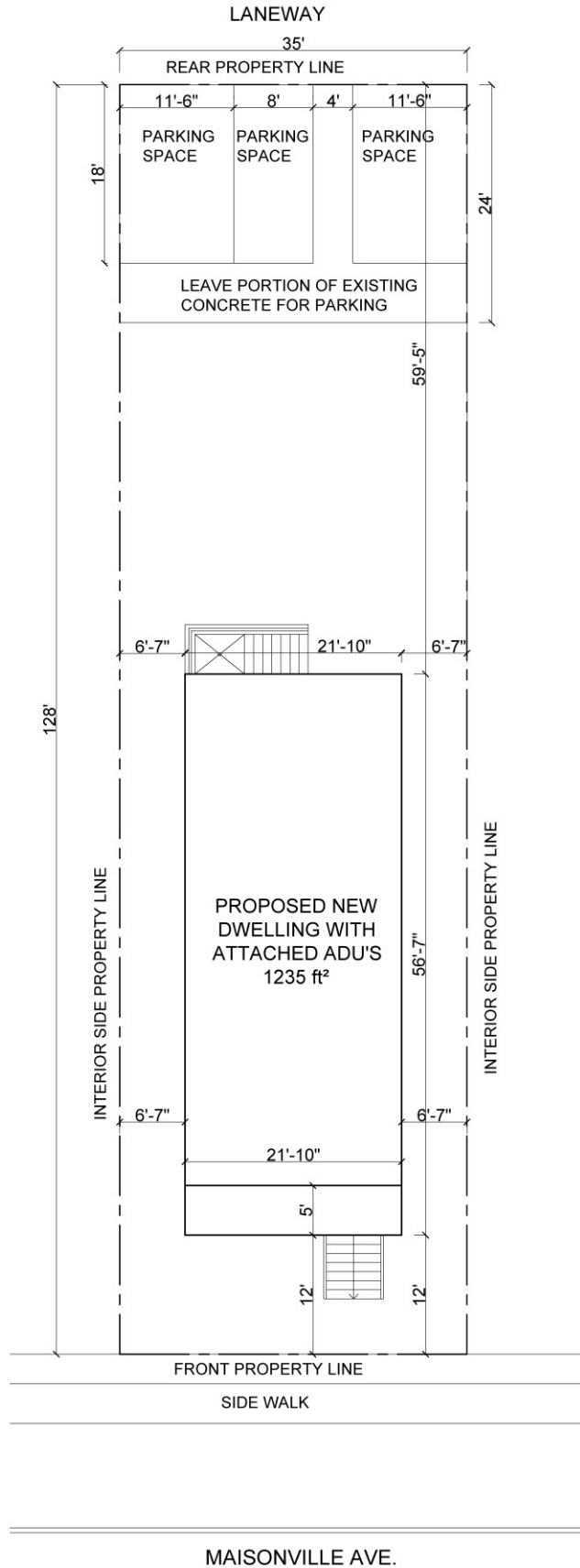


LOCATION MAP: 980 MAISONVILLE AVENUE

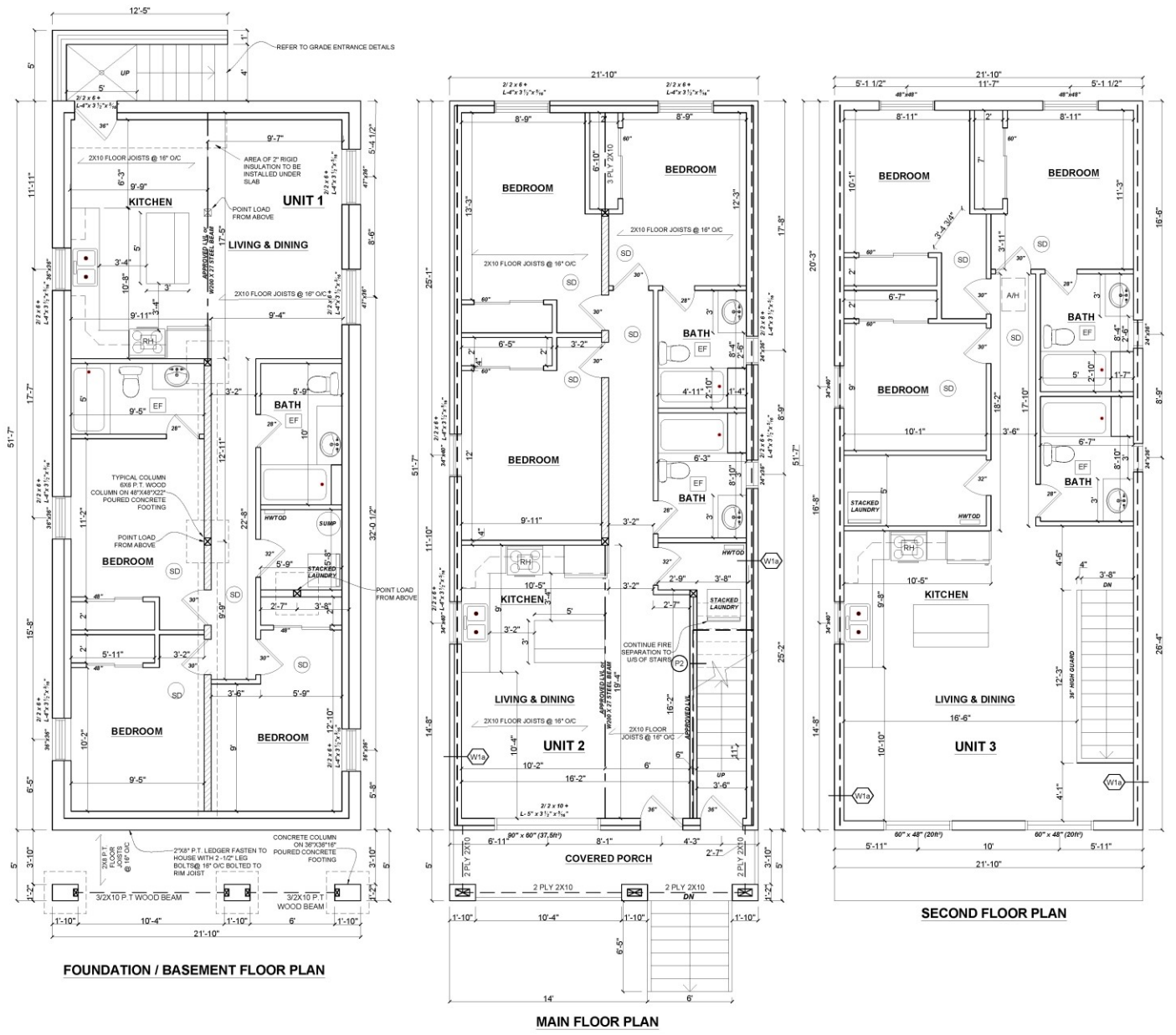


Appendix B - Proposed Single Family Dwelling with ADUs

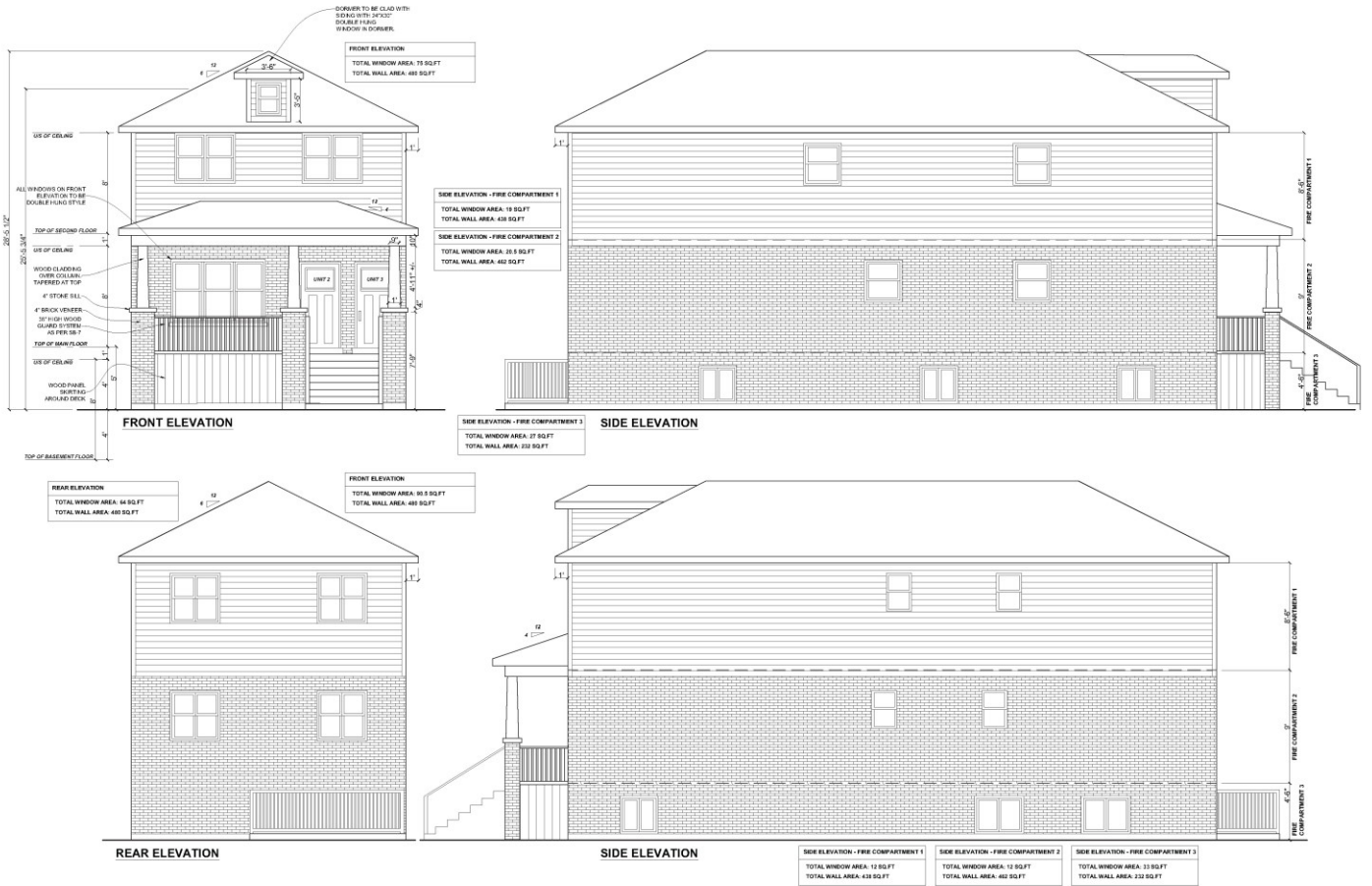
LOT AREA = 4480 ft²
 PROPOSED DWELLING COVERAGE = 1235 ft² (28%)



Appendix B - Proposed Single Family Dwelling with ADUs



Appendix B - Proposed Single Family Dwelling with ADUs



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 8th, 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:

Estimated Building/Property Improvement Tax Increment Grant for 1024 to 1026 Drouillard Road		
Annual Pre-Development Municipal Taxes	Annual Estimate of Incremental Post Development Municipal Taxes	Annual Estimate Value of Grant
\$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

Name	Title
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:

Name	Address	Email

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)



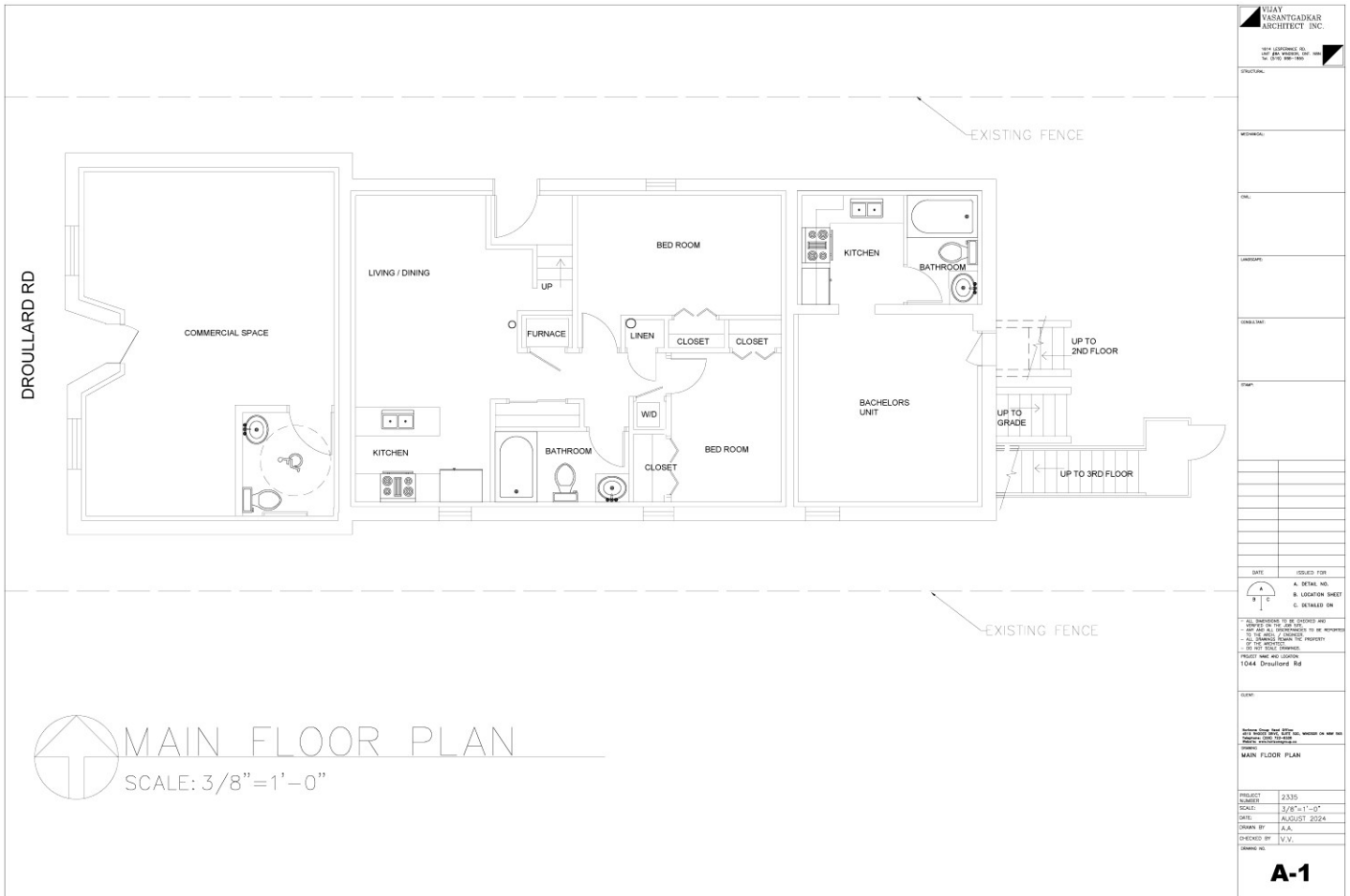
Appendix B - Proposed Façade and Interior Improvements



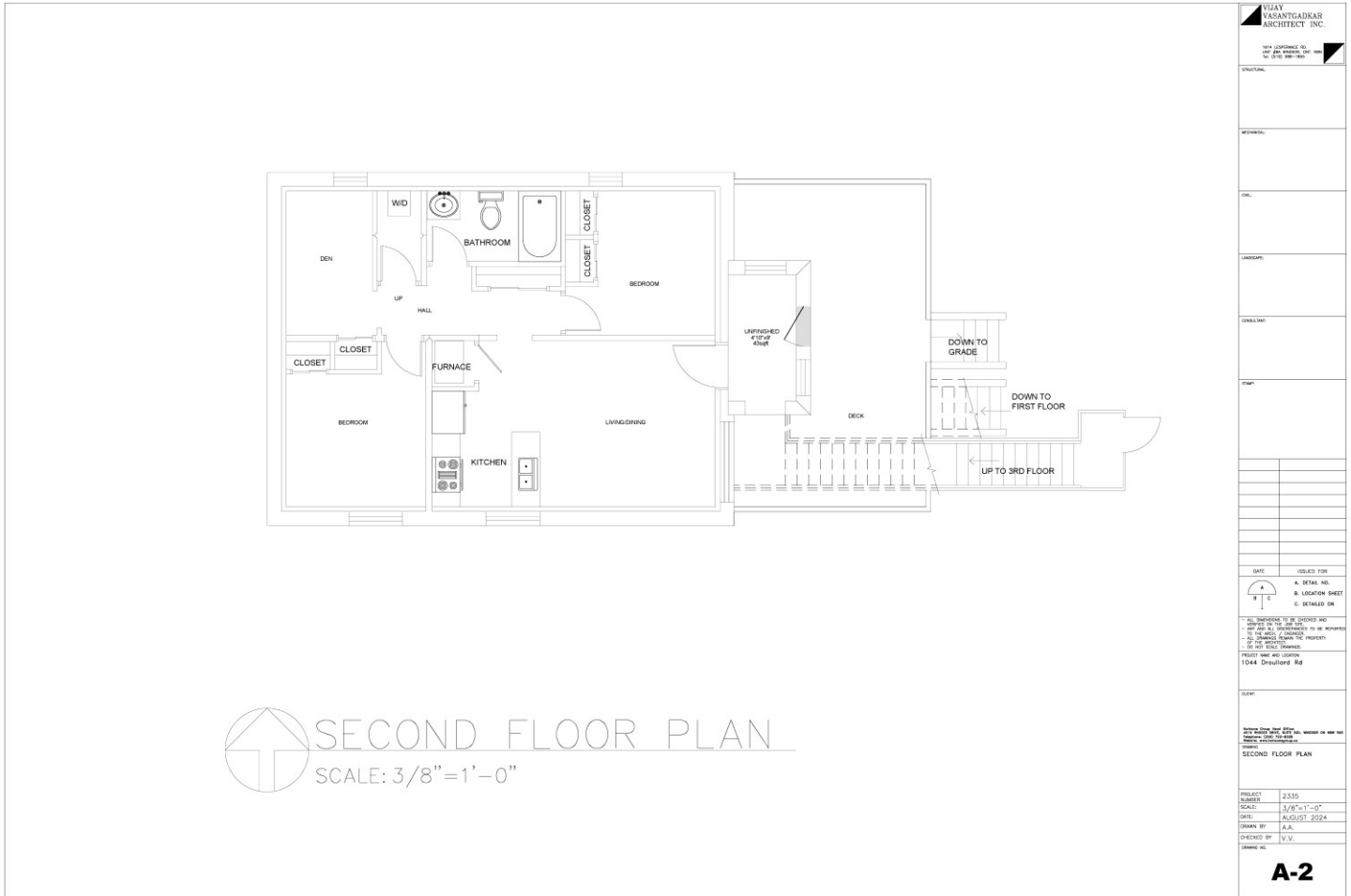
Proposed material



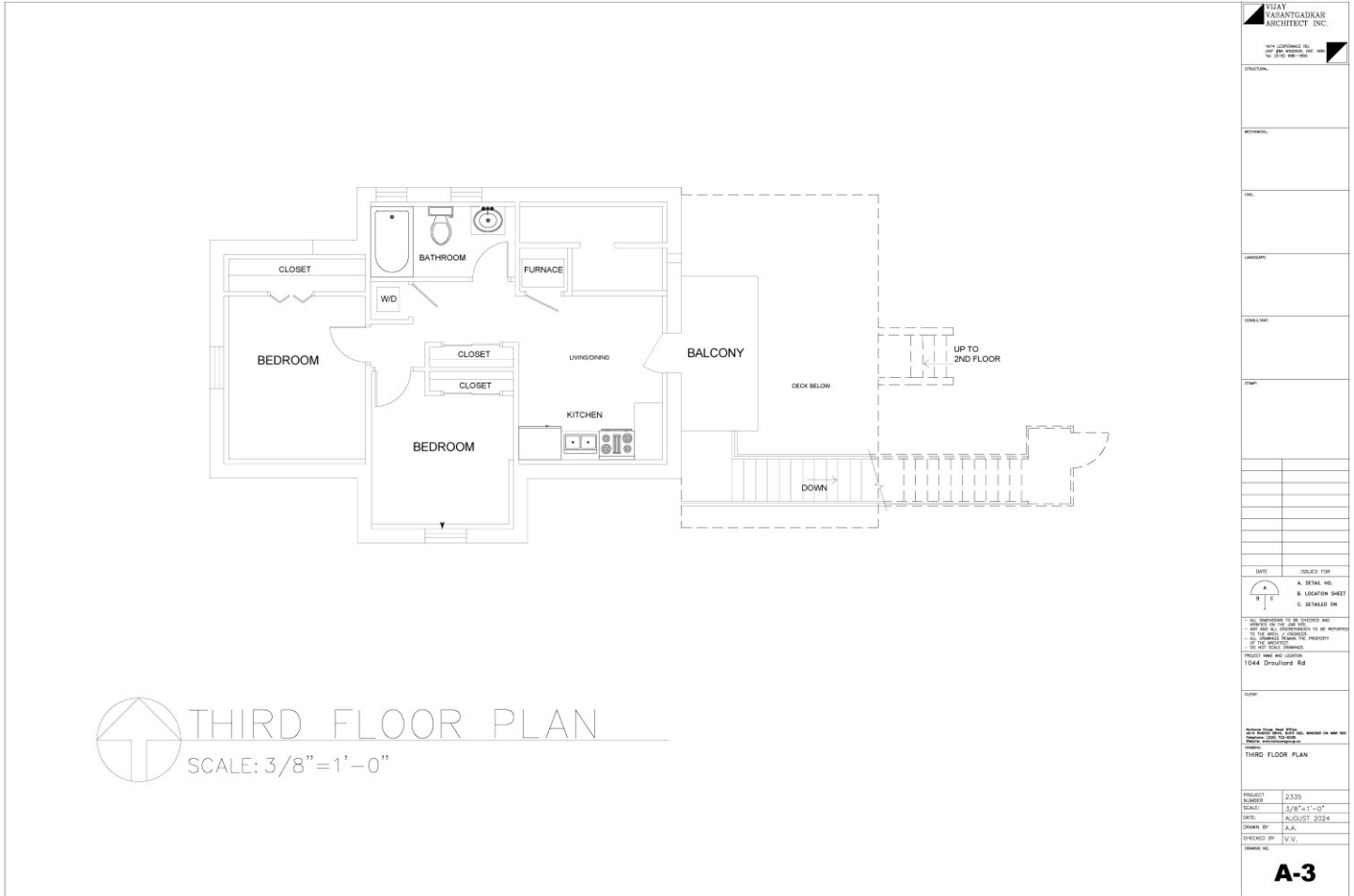
Appendix B - Interior Improvements



Appendix B - Interior Improvements



Appendix B - Interior Improvements



Item No. 12.1



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.

NOTIFICATION:		
<i>Name</i>	<i>Address</i>	<i>E-mail</i>
IRC members		on-file

Item No. 12.2



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 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.