

**DILLON**  
CONSULTING

**1495754 ONTARIO INC.**

# **Zoning By-Law Amendment and Removal of the Holding Symbol**

**Planning Justification Report  
0 Esplanade Drive, Windsor**



August 2024 – 23-7174

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## 1.0 Introduction

### 1.1 Purpose

Dillon Consulting Limited (Dillon) has been retained by 1495754 Ontario Inc., herein referred to as the “applicant”, to assist in obtaining the necessary planning approvals associated with a proposed residential development located at 0 Esplanade Drive, herein referred to as the “subject site”, in the City of Windsor (refer to **Figure 1.0 - Location Map**). The following report supports the Zoning By-law Amendment application and the Removal of the Holding Symbol application required to facilitate the proposed development.



**Figure 1: Location Map**

The subject site is designated accordingly in the City of Windsor Official Plan, & Zoning By-law 8600 as follows:

**City of Windsor Official Plan (as amended by OPA #159) – Schedule D: Land Use**

- Residential

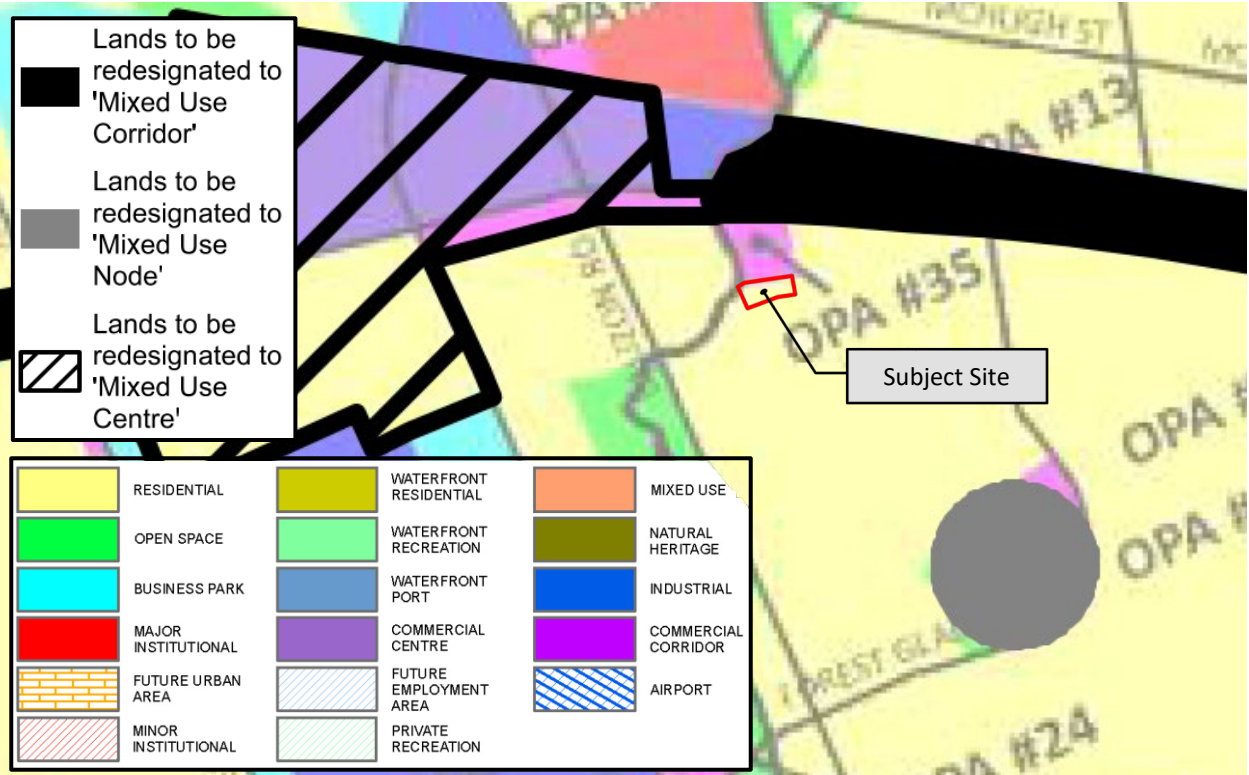


Figure 2: City of Windsor Official Plan as amended by OPA #159, Schedule D: Land Use Plan

**City of Windsor Zoning By-law 8600 – Schedule A: Zoning District Map**

- Commercial District 4.2 (CD4.2); and,
- Residential District 2.3 with a hold (HRD2.3)

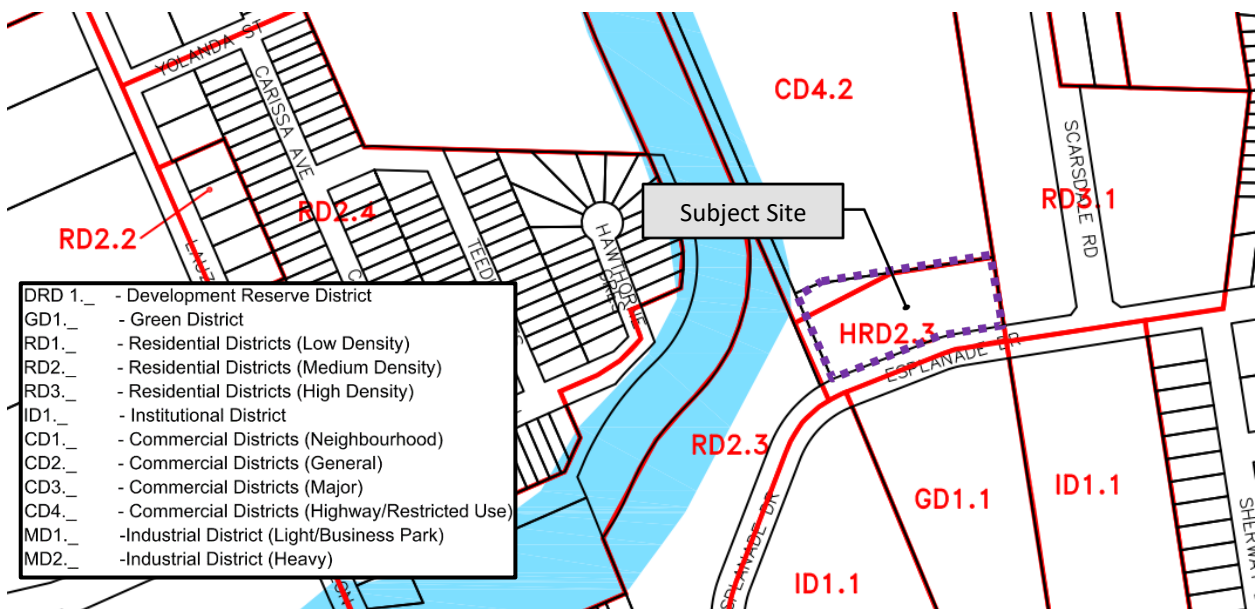


Figure 3: Existing City of Windsor Zoning By-law 8600 Designations

As indicated in **Figure 2**, the Subject Site is designated Residential under the City’s Official Plan (Windsor OP) and is within proximity to lands designated “Mixed Use Corridor” as per OPA #159. The Residential designated lands permit Medium Profile buildings up to 4 storeys in height. Further examination is provided in the Planning Analysis section of this Report on how the proposed development meets the criteria under Policy 6.3.2.4 of the Official Plan (OP) as amended by OPA #159. The proposed development is consistent with the policies found under the Windsor OP and an Official Plan Amendment will not be required.

As shown in **Figure 3**, the subject site is currently split zoned Commercial District 4.2 (CD4.2) and Residential District 2.3 with a Holding symbol (HRD2.3) in the City of Windsor Zoning By-law 8600. The current zoning does not permit a multiple dwelling use nor does it appropriately reflect the proposed development. As such, the applicant is requesting that Council approve a Major Zoning By-law Amendment to the City of Windsor Zoning By-law 8600 to apply a site-specific Residential District 3.1 (RD3.1) to the entire site to allow the multiple dwelling residential building and the following:

- Maximum building height on an interior lot of 14.0 m.

All other building requirements for Multiple Dwellings in accordance with the Residential District 3.1 (RD3.1) Zone.

As per the Site Plan Control Planning Consultation Stage 1 letter (PC-2023-24\_S1) dated October 12, 2023, a Zoning By-law Amendment has been identified as a requirement for the proposed development. A Stage 2 Site Plan Control Approval application will follow the approval of the Zoning By-law Amendment.

## 1.2 Description of Site

The subject site is located on the north side of Esplanade Drive, immediately east of the Ganatchio Trail (refer to **Figure 1.0 - Location Map**). The property is legally described as Concession 2 Part Lot 133 on Reference Plan 12R-21168, Parts 9 to 11 in the City of Windsor.

The total site area under application is 6,659.5 m<sup>2</sup> (71,682 ft<sup>2</sup>), with approximately 119.8 metres (393 ft.) of frontage on Esplanade Drive. The subject site is currently vacant of buildings or structures.

## 1.3 Proposed Development

The proposed development includes the construction of a 4-storey multiple dwelling residential building covering 1,435.4m<sup>2</sup> (15,450 sq. ft) of the site. The proposal includes a total of 54 units and 77 parking spaces in a surface lot. Parking is provided at a rate of 1.42 parking spaces per unit. There is an existing storm sewer easement traversing the proposed surface parking area. Site access will be via Esplanade Drive. **Figure 4: Conceptual Development Plan** illustrates the proposed residential development on the site. Refer to **Appendix B** for the Site Renderings.

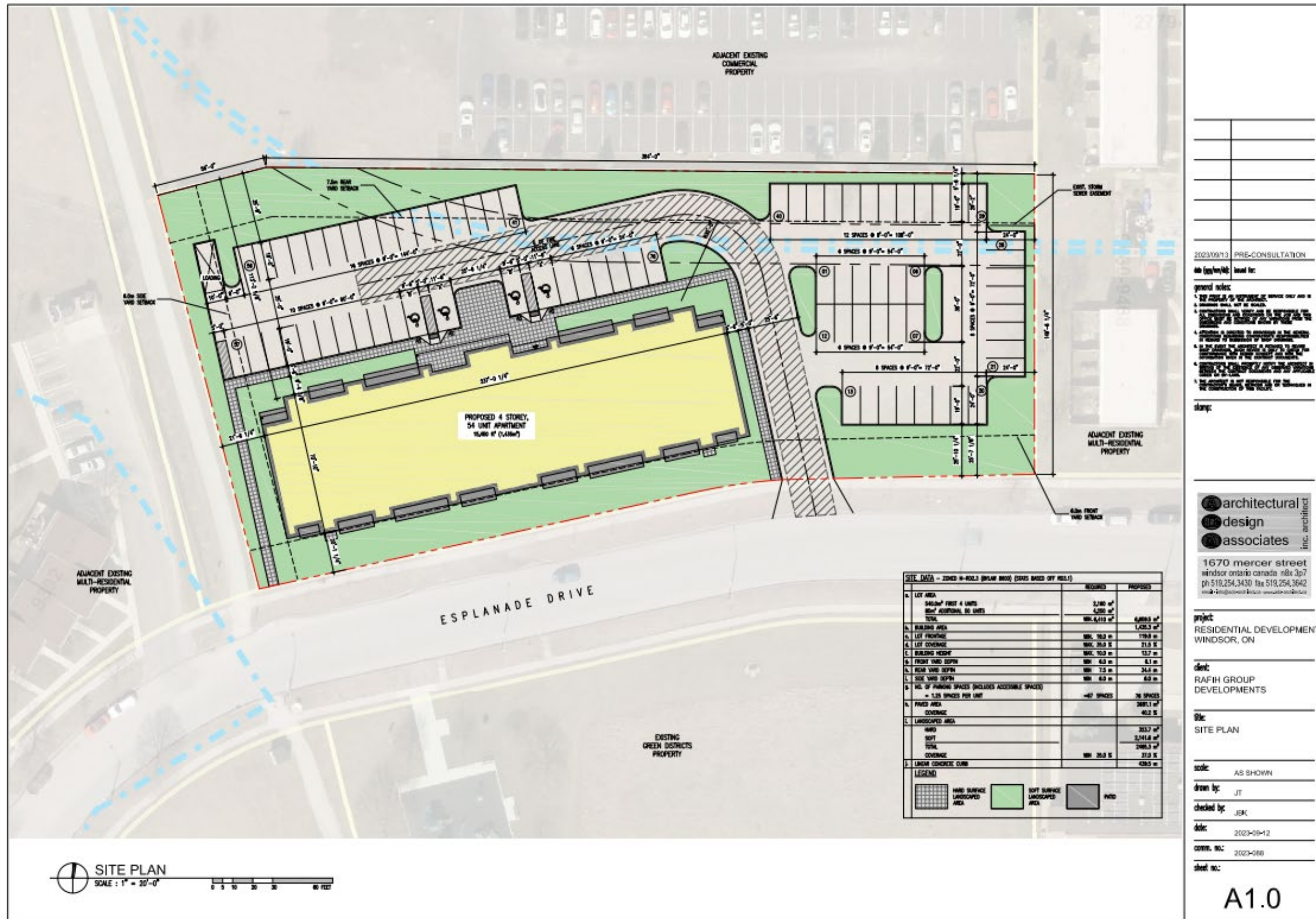


Figure 4: Conceptual Development Plan

## 2.0 Existing Land Use

### 2.1 Subject Site

The physical attributes of the site are as follows:

- A total site area of 6,659.5m<sup>2</sup> (71,682 sq. ft.);
- A rectangular-like shaped site with 119.8 metres (393 ft.) of frontage on Esplanade Drive; and
- The site is vacant.

### 2.2 Surrounding Land Use

The surrounding land uses are varied as shown in **Figure 5: Surrounding Land Uses** and are described as follows:

#### North

- Existing Uses: Multiple car dealerships (i.e. Toyota, Lexus, Land Rover, Mercedes-Benz, MINI, and Auto Nation Car Sales), Enterprise Rent-A-Car, and a Place of Worship (i.e. East Musallah Mosque);
- Official Plan Designation(s): Commercial Corridor, and Mixed Use Corridor; and
- Zone: Commercial District 4.2 (CD4.2), and Commercial District 3.3. with a hold (HCD3.3).

#### East

- Existing Uses: medium-density residential built-form (i.e. Townhouses), and low-rise residential built form (i.e. single detached dwellings);
- Official Plan Designation(s): Residential; and
- Zone: Residential District 3.1 (RD3.1), and Residential District 1.7 (RD1.7).

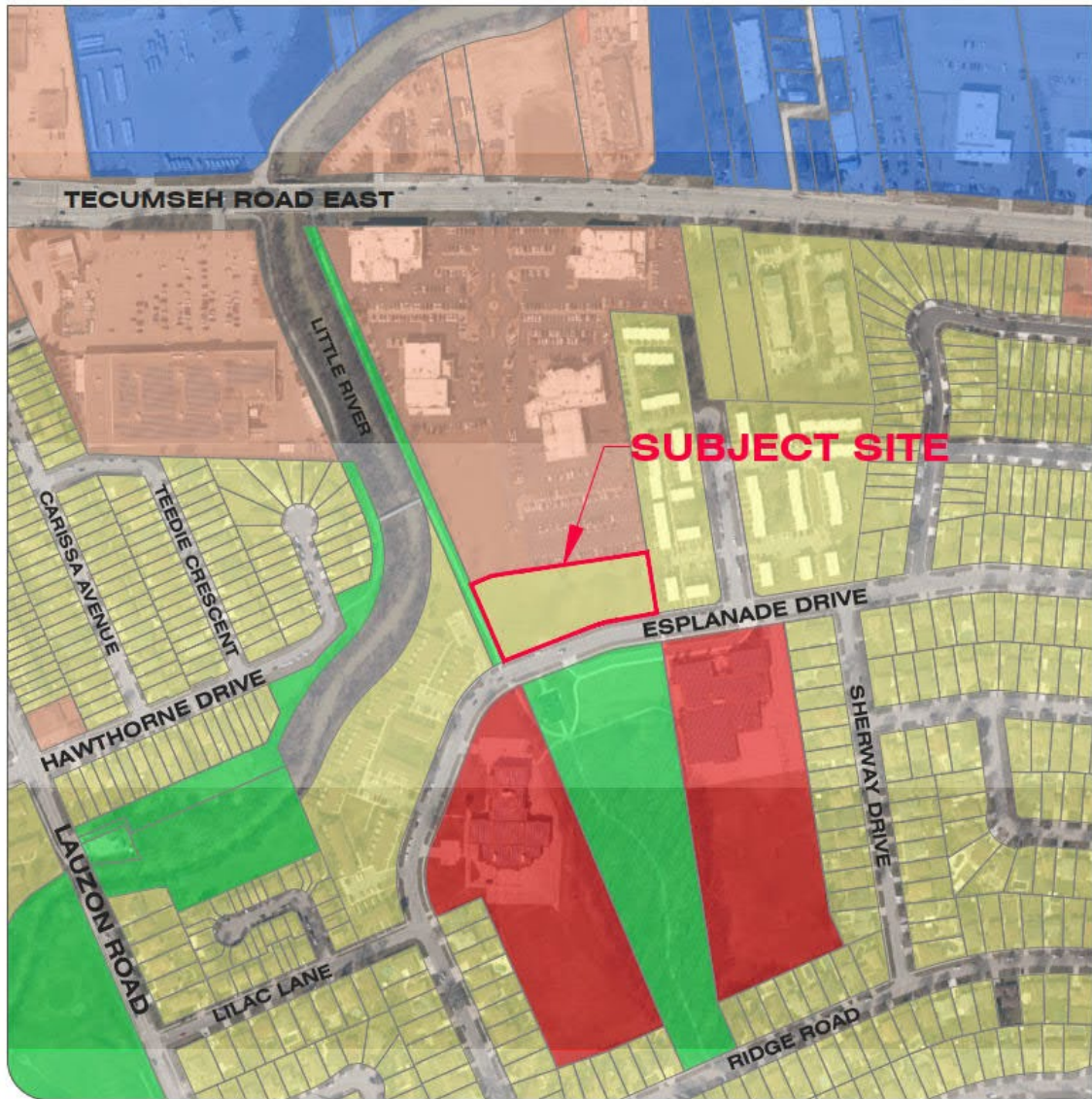
#### South

- Existing Uses: Bush Park, Forest Glade Public School, and Primary Learning Centre;
- Official Plan Designation(s): Residential; and
- Zone: Green District 1.1 (GD1.1), and Institutional District 1.1 (ID1.1.).

#### West

- Existing Uses: Ganatchio Trail, medium-density residential built-form (i.e. Townhouses), and Major Retail Stores (i.e. Food Basics and Canadian Tire) beyond the Ganatchio Trail;
- Official Plan Designation(s): Residential; and
- Zone: Residential District 2.3 (RD2.3), and Green District 1.1 (GD1.1).





<p><b>1495754 ONTARIO INC.</b> 0 ESPLANADE DRIVE</p> <p><b>PLANNING JUSTIFICATION REPORT</b></p> <p><b>SURROUNDING LAND USE</b> FIGURE 5.0</p> <p><small>File Location: C:\Users\33\appdata\local\221114 - pp figures - p\p\p\layout.dwg February 13, 2024 1:05 PM</small></p>	<p><span style="border: 1px solid red; display: inline-block; width: 15px; height: 10px; vertical-align: middle;"></span> SUBJECT SITE ±0.67 ha (± 1.66 ac)</p>	<p><span style="background-color: yellow; display: inline-block; width: 15px; height: 10px; vertical-align: middle;"></span> RESIDENTIAL</p>	<p><span style="background-color: orange; display: inline-block; width: 15px; height: 10px; vertical-align: middle;"></span> COMMERCIAL</p>
	<p><span style="background-color: green; display: inline-block; width: 15px; height: 10px; vertical-align: middle;"></span> GREEN DISTRICT</p>	<p><span style="background-color: red; display: inline-block; width: 15px; height: 10px; vertical-align: middle;"></span> INSTITUTIONAL</p>	<p><span style="background-color: blue; display: inline-block; width: 15px; height: 10px; vertical-align: middle;"></span> INDUSTRIAL</p>

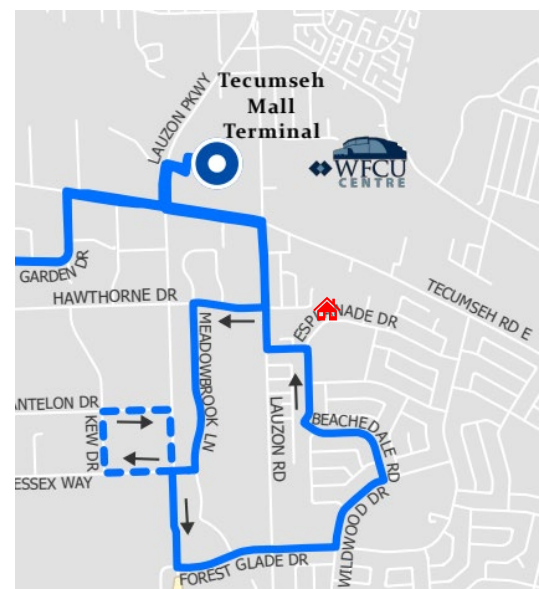
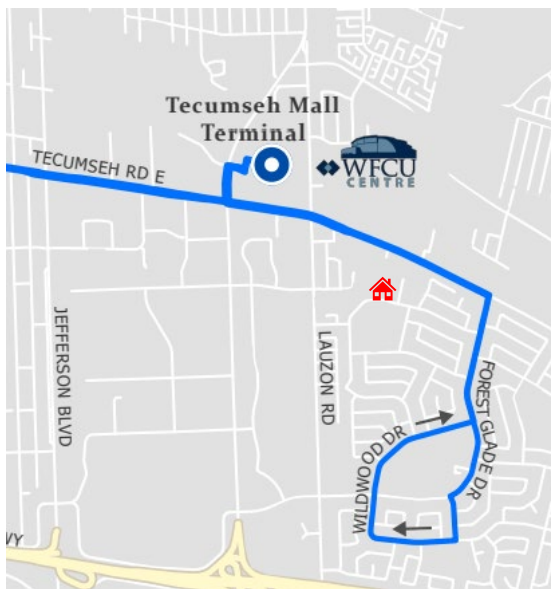
<p>CREATED BY: SNP CHECKED BY: AMF DESIGNED BY: SNP</p> <p>SCALE: 1:4000</p> <p>MAP/DRAWING INFORMATION THIS DRAWING IS FOR INFORMATION PURPOSES ONLY. SOURCE: COUNTY OF ESSEX AERIAL PHOTOGRAPHY (2022)</p>			<p>PROJECT: 23-7174 STATUS: DRAFT DATE: 02/12/2024</p>
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Figure 5: Surrounding Land Uses

## 2.3 Transportation Facilities

The subject site is well serviced by existing public transit services as well as accessible via existing trail system. There are two public transit bus routes in proximity to the subject site. Bus Route “Ottawa 4” passes by the bus stop at Esplanade Drive and Lilac Lane, approximately 250 metres away from the site. The “Ottawa 4” bus route has a frequency of 20 minutes (during weekdays) and provides access to the Tecumseh Mall Terminal and Windsor International Transit Terminal, allowing users to connect to other bus routes. The site is about 450 metres away from the closest transit stop along Tecumseh Road East with access to the “Transway 1C” bus route. The “Transway 1C” bus route has a frequency of 10 minutes between 7am and 6pm (during weekdays) and provides access to Tecumseh Mall Terminal, Windsor International Transition Terminal, and Hotel Dieu Grace Healthcare Terminal.

Ganatchio Trail is located immediately west of the site and extends north and south with access to the WFCU Centre, the Little River Trail, and the Waterfront. Furthermore, the proposed implementation of additional facilities and services will further strengthen the site’s ability to be accessed by alternative modes of transportation.



Subject site relative location to “Transway 1C” Bus Route (Left) and “Ottawa 4” Bus Route (Right)

## 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 Policy Statement 2020;
- City of Windsor Official Plan policies and criteria;
- 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, and identify and evaluate the potential planning and land use related issues associated with the proposed residential development.

### 3.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) promotes the development of ‘Strong, Healthy Communities’ through the redevelopment of lands for an appropriate mix of uses, which includes residential uses. The proposed uses must be “consistent with” the PPS and as a broad and general document, the applicants must, through analysis of the policies, determine how the proposed use is appropriate and advances the provinces’ interests. There are a number of sections of the PPS that apply to the proposed development.

Our analysis suggests that the following policies of the PPS are relevant to the application:

Policy 1.1.1, relating to sustaining healthy, liveable and safe communities;

Policy 1.1.2, relating to the availability of land to accommodate a range and mix of land uses;

Policy 1.1.3, relating to settlement areas;

Policy 1.2.6, relating to land use compatibility;

Policy 1.4, relating to housing;

Policy 1.5, relating to public spaces, recreation, parks, trails, and open space;

Policy 1.6.6, relating to sewage, water, and stormwater services;

Policy 1.6.7, relating to transportation systems;

Policy 1.7, relating to long-term economic prosperity; and

Policy 1.8, relating to energy conservation, air quality and climate change.

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 Policy 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 for a twenty-year planning period. As a result of a Multi-Residential Interim Control By-law Study that was completed in April 2022, Council approved amendments to the City of Windsor Official Plan and Zoning By-law 8600 in July 2022. One of the amendments in OPA No. 159 was an update to the policies for Residential designated lands especially with regard to location criteria for infill residential development.

The City of Windsor has general development policies within its primary land use plan with respect to new residential development. The subject site is currently designated Residential in the Official Plan (refer to **Figure 2.0 – City of Windsor Official Plan Designations**). Section 6.3.2.4 of the OP provides policy direction for new residential development and intensification, which recognizes that it should be directed to appropriate locations with adequate access to public infrastructure and services. According to the OP, this designation has the following functions:

- To promote compact neighbourhoods which encourage a balanced transportation system; and,
- To support a complementary range of housing forms and tenures in all neighbourhoods.

The Residential land use policies are designed to permit Medium Profile buildings which integrate compatible uses through compact development, facilitating the efficient utilization of existing public services (e.g. public transportation services).

The following policies found in the Official Plan are relevant to the proposed development and the proposed Official Plan Amendment:

- Section 3.2, relating to growth and efficient land use;
- Section 4.2.2, relating to environmental sustainability;
- Section 4.2.3, relating to quality of life;
- Section 4.2.4, relating to sense of community;
- Section 6.3, relating to Residential designated lands;
- Section 7.2, relating to the transportation system;
- Section 7.3, relating to infrastructure and infill policies;
- Section 8.3, relating to designing for people;
- Section 8.4, relating to pedestrian access;
- Section 8.7, relating to the built form and infill development;
- Section 8.11, relating to sidewalks;
- Section 8.13, relating to lighting;
- Section 11.6.3, relating to Zoning By-law Amendment policies;

Section 11.6.5, relating to Holding Zone 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 Zoning By-law

The City of Windsor Zoning By-law 8600 implements the policies of the City of Windsor Official Plan by regulating built form and land uses throughout the Municipality.

The subject site is currently split zoned Commercial District 4.2 (CD4.2) and Residential District 2.3 with a holding symbol (HRD2.3) in the City of Windsor Zoning By-law 8600. The Commercial District 4.2 zone only permits Motor Vehicle Dealerships and any associated accessory uses. The Residential District 2.3 zone permits the following uses: Single Unit Dwelling, Semi-Detached Dwelling, Townhome Dwelling, and any associated accessory uses. The proposed Medium Profile residential development also known as Multiple Dwelling is better aligned with the Residential District 3.1 (RD3.1) zone. Therefore, the applicant is proposing to rezone the entire site to a site specific RD3.1 zone. This approach would align the zoning within the property limits and assign a more appropriate zoning in correlation to the proposed development.

A Major Zoning By-law Amendment is required for a site specific RD3.1 zone to allow to allow a maximum building height on an interior lot of 14.0 m. The RD3.1 Zone in Zoning By-law 8600 has a maximum building height of 10.0m for an interior lot, and 14.0 for a corner lot.

Located on an interior lot, the Ganatchio Trail abuts the property to the west, with two (2) storey townhouses to the east of the development. The proposed height of four (4) storeys offers appropriate transition in massing and height from the adjacent townhouse dwellings.

All other building requirements for Multiple Dwellings in accordance with the Residential District 3.1 (RD3.1) Zone.

These policies and definitions are included in **Appendix A - City of Windsor Zoning By-law 8600**, and will be referenced throughout the remainder of this report.

### 3.4 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 Policy Statement (PPS). The PPS 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 PPS, healthy, livable and safe communities are sustained by: promoting efficient development and land use patterns, accommodating a range and mix of housing, avoiding development and land use patterns which cause environmental or public health and safety concerns, and promote cost effective development patterns to minimize land consumption and servicing costs (PPS, 1.1.1 (a)(b)(c)(e)).

This proposed residential development is consistent with these policies by encouraging the use of underutilized lands, by proposing an intensification of land uses that can exist in harmony with the surrounding land uses, and by creating opportunities for increased municipal taxes.

As will be demonstrated below, the proposed development is compatible with the surrounding uses, with a range of amenities and services within walking distance to future residents. Such a development would be in keeping with PPS and OP policies that support a mix of land uses in settlement areas.

### 3.4.1 Location

The subject site is located in the east end of Windsor, on the north side of Esplanade Drive, immediately east of the Ganatchio Trail. With respect to settlement areas, the PPS recognizes that the vitality of these areas is critical to the long-term economic prosperity of communities. According to the PPS, settlement areas should be the focus of growth and development and that their regeneration shall be promoted (PPS, 1.1.3.1).

The land use designation of the subject site permits the proposed residential uses (OP 6.3.2.1). The proposed development intends to promote growth and vitality within the settlement area. It promotes a dense land use pattern which efficiently uses land and resources, supports active transportation, and is transit-supportive. The proposal provides for an opportunity for the intensification of lands and presents an appropriate location for intensification due to the availability of suitable, existing infrastructure and public service facilities to accommodate projected needs. The site is conveniently accessible via frequent public transit services as highlighted in Section 2.3 of this Report, which will allow future residents to access a variety of commercial and retail opportunities, as well as to public facilities with reduced reliance on private automobiles (PPS, 1.6.7.4). The site also fulfills the remaining locational criteria set out under Policy 6.3.2.4. of the Windsor OP as the site is located on a Collector Road as per Schedule F to the Windsor OP. Section 3.5 of the Report shares highlights from other technical reports that address access to municipal services and infrastructure.

The subject site is adjacent to an existing multi-use trail system (i.e. Ganatchio Trail). The sidewalks on Esplanade Drive also offer active transportation options to the residents of the proposed development (PPS, 1.5; OP 8.3, 8.4). There are various improvements planned for the existing bicycle network as described in the ATMP that will increase the sites accessibility and functionality for future residents. The subject site is intended to be compatible with surrounding existing conditions and uses.

In addition to the active transportation facilities, the proposed development is also located across from Bush Park, the Forest Glade Public School and the Forest Glade Primary Learning Centre making it an ideal location for families with young children (PPS, 1.5, OP, 6.3.1.5).

The proposed use of the subject site to include a residential development would increase the population density near Mixed Use Corridor lands and therefore further support the use of transit in the area. The proposed development also provides an opportunity for increased density of housing and provides for a range and mix of housing types (PPS, 1.4.1). Residential intensification, a healthy mixture of housing

options and a range of densities should be promoted in the settlement area (OP 3.2.1). The proposed multiple dwelling development will provide alternative forms of housing that will serve the needs of residents who may not wish or cannot afford to live in single detached dwellings.

The proposed residential development is consistent with and meets all of the City of Windsor's locational criteria for development within this land use designation as the site functions on full municipal services, has access to a Class II Collector Road, public transportation is available nearby, and is surrounded by a development pattern compatible with mixed use development (OP, 6.3.2.4).

### 3.4.2 Land Use

The subject site is located on lands designated as Residential according to the City of Windsor Official Plan (OP, Schedule D: Land Use). The surrounding commercial uses are limited to car dealerships and therefore, do not present any potential adverse effects from odour, noise, and other contaminants to the proposed residential units (PPS, 1.2.6.1).

The proposed amendment is to rezone the entirety of the site to site-specific Residential District 3.1 (RD3.1) zone to facilitate the proposed multiple dwelling development. The site is surrounded to the east and the west by medium density residential built-form (i.e. townhouses). The proposed development of a four (4) storey multiple dwelling building is compatible with the surrounding residential uses. The proposed height will provide transition from low-rise built form located beyond the townhouses to the proposed development (OP 6.3.2.4). Furthermore, the location of institutional uses to the south as well as a park, provides for transition between the Medium Profile building and Low Profile buildings internal of the neighbourhood (OP 8.7). Overall, a residential use is compatible with existing adjacent uses.

The proposed development represents a form of residential intensification on the subject site, which efficiently uses the land and future proposed infrastructure (OP 7.3). The subject site is in close proximity to a built up area with a mix of uses, including institutional and commercial uses, open space, and existing low density residential. It will support active transportation and transit use and will contribute to the sense of place and character within the area (OP, 4.2.3, 4.2.4, 8.3).

The site is currently vacant and underutilized, and there are existing service connections available. The proposed residential uses will offer ease of access to existing amenities for personal use as well as employment opportunities within the City of Windsor, given the subject site's location along bus routes, sidewalks, and multi-use trails. The proposed residential development supports a compact form (OP 6.3.1.2), and is a cost-effective development that helps to maximize livability and minimize land consumption by development of underutilized lands with available service connections.

### 3.4.3 Housing

The PPS and OP speak to providing for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents within the regional market (PPS, 1.4.1; OP, 6.3.1.7). This is especially critical in a time where the vacancy rate in the City of Windsor

is at a record low at 1.8%, with demand significantly outweighing the supply of units<sup>1</sup>. The Official Plan promotes also an appropriate range and mix of housing for all ages and incomes (OP, 3.2.1.2 & 4.2.3). The proposed residential development will add to the existing medium density residential landscape along Esplanade Drive (OP, 7.2.2.25(a)) and will introduce additional attainable housing units into the surrounding neighbourhood.

The proposal is a form of residential intensification that meets the social, health and wellbeing requirements of current and future residents, promotes increased densities which efficiently use land, resources, infrastructure and public service facilities and supports the use of public and active transportation (PPS, 1.4.3). The proposed developments offers a medium density housing option which will support the nearby Mixed Use Corridor along Tecumseh Road to the north (OP, 3.2.3.2). The proposed development is intended to align with the City's OP policies to grow Windsor as a healthy and liveable City, which includes a mix of available housing types for existing and future residents (OP, 4.2.3.4).



**Figure 6: Conceptual Rendering, Esplanade Drive, prepared by Architectural Design Associates (ADA)**

#### 3.4.4 Transportation System

The PPS encourages development that promotes a dense land use pattern which minimizes the length and number of vehicle trips, and encourages the use of active transportation methods (PPS, 1.6.7.4 & 1.8.1 (b)(e)). As noted in Section 2.3 of this report, the proposed residential development will help minimize the length and number of vehicle trips, as frequent public transit services are within walking distance of the proposed residential units (OP, 7.2.2.21).

<sup>1</sup> Canada Mortgage and Housing Corporation (CMHC) 2023 Rental Market Survey, Source from <https://www.cmhc-schl.gc.ca/professionals/housing-markets-data-and-research/housing-data/data-tables/rental-market/rental-market-report-data-tables>



The proposed development is well supported by the existing bus transit routes, sidewalks and nearby bicycle network (OP, 7.2 & 8.4). The subject site is in close proximity Tecumseh Road, which will provide convenient, public transportation access for the residents of the proposed development. There are additional upgrades planned for the bicycle networks surrounding the site that will serve future residents. Additionally, the portion of Tecumseh Road, north of the site, is identified as a Regional Spine in the ATMP. There is an existing north-south multi-use path (i.e. Ganatchio Trail) immediately west of the site and existing sidewalks on Esplanade Drive which will help promote active transportation for the residents of the proposed residential development. The Ganatchio Trail offers connections to the expansive TransCanada Trail network. There is also an existing bikeway adjacent to the subject site on Forest Glade Drive.

The future residents have a range of amenities within a 500 to 800 metre radius of the subject site. The site is accessible for residents to shop, work, and have many daily needs fulfilled within this distance (OP 3.2.1.1). There is an existing sidewalk along Esplanade Drive which provides pedestrian access to the surrounding area (OP, 8.3, 8.4). The proposed development is street oriented, affording direct access for pedestrians from the right-of-way (OP 6.9.2.5(c); OP 7.2.2.25(f); OP 7.2.2.19(a); OP, 8.7.2.8). The sidewalk is barrier free and maintained to provide accessible travel for all residents and pedestrians and will encourage people to walk to school or work, for travel, exercise, recreation, and social interaction (OP 7.2.2.19 (c); OP, 8.4.1.1). Sustainable site design and pedestrian network policies have also been considered in the proposal. The required parking spaces for the proposed residential units will be provided on the subject site via a surface parking area (OP, 7.2.1.9).

Surface level parking is provided on-site for the future residents. Additionally, there will be an underground parking garage located within the proposed residential development for the future residents (OP, 7.2.2.12).

#### 3.4.5 Infrastructure

The proposed development promotes the efficient use and optimization of existing municipal sewage and water services, and will ensure that sewage and water services provided comply with all regulatory requirements and protect human health and the natural environment (PPS, 1.6.6.1 (a) (b); OP, 7.3.1.1). As demonstrated in the Sanitary Servicing Study prepared by Dillon Consulting Limited (under separate cover), the proposed residential, infill development will take advantage of existing servicing connections and will not require an extension of municipally owned or operated infrastructure (PPS, 1.6.6.2; OP, 7.3.3.1, 7.3.2.3).

#### 3.4.6 Urban Design

The proposed development is compatible with the surrounding land uses in the surrounding area and will fit with the character of the area, providing a focal point for the neighbourhood (OP, 8.7.1.2; OP, 8.7.1.7; OP, 8.7.2.11). The design of the proposed development intends to foster a distinctive and attractive identity, contributing to the unique character of the area with a mixture of homes, amenities and services (OP 6.9.2.5 (h)(j); OP, 8.7.1.5; OP, 3.2.1.3). The proposed development will be orientated in

a manner that will offer a transition between the surrounding residential and commercial uses (OP, 8.7.2.6). The proposed height and form on the site will consider appropriate tools for transition and building massing to ensure the site and building design achieves a compact form and a pedestrian friendly environment (OP 6.9.2.5(b)). Proposed landscaped areas and light fixtures will help to enhance the character of the surrounding site, establishing a pedestrian scale (OP, 8.3.2.2 (b), 8.11.2.3, 8.7.2.1 (d), 8.13).

A surface parking area is proposed on the site, located to the side and the rear of the proposed building. The loading and service areas are located furthest into the parking area, so as not to significantly interrupt the pedestrian circulation on the site (OP 6.9.2.5 (d)(f); OP 7.2.2.12). The proposed development will encourage safe, barrier free, convenient and direct walking conditions with an interconnected sidewalk network (OP, 7.2.3.1, OP, 7.2.3.2 (e), OP 6.9.2.5 (g)).

Refer to **Appendix B – Site Renderings**.

#### 3.4.7 Site Plan Control

The proposed residential development on the subject site will require Site Plan Control Approval. The application be filed following the approval of the Zoning By-law Amendment and Removal of Holding (OP, 6.9.2.6). Design guidelines will be adhered to and thoroughly reviewed during the site plan control process (OP, 11.7)

#### 3.4.8 Economic Prosperity

The proposed residential development provides real estate investment in the City of Windsor that promotes the use of underutilized lands (PPS, 1.7.1). The proposed residential development is supported by the demand for residential units in the City of Windsor (PPS 1.7.1 (b)). Likewise, the Official Plan supports a wide range of development opportunities at appropriate locations throughout Windsor fostering a sense of community, adapting to the changing resident needs (OP 4.2.4), and encouraging the orderly development of a range and mix of housing uses across the City to strengthen Windsor's communities (PPS, 1.3; OP, 4.2.3).

#### 3.4.9 Energy Conservation, Air Quality and Climate Change

The proposed residential development is located in an area with many amenities in a walkable distance. Sidewalks located along Esplanade Drive and access to a multi-use trail (i.e. Ganatchio Trail) will provide access for residents to the surrounding neighbourhoods and amenities. Increased active transportation due to the proximity of nearby amenities and employment opportunities, paired with the accessibility of sidewalks and transit will result in decreased vehicular transportation, and ultimately reduced greenhouse gas emission (PPS, 1.8). The proposed development promotes compact form, and supports the use of public transportation and transit access to the subject site, as well as the surrounding area (PPS, 1.8.1 (a) (b)), helping contribute to environmental sustainability (OP, 4.2.2).

## 3.5 Additional Studies and Engagement

As identified through the Stage 1 Planning Consultation Application to the City of Windsor, the following supporting background studies were identified as required for the Zoning By-law Amendment and the concurrent Site Plan Control applications.

### 3.5.1 Public Information Centre

In addition to the requirements of the Planning Act, a Public Information Centre (PIC) was organized on behalf of the applicant, 1495754 Ontario Inc. on May 14<sup>th</sup>, 2024 from 6:30pm to 8:30 pm. It invited landowners and residents within 120 m of the proposed development to review conceptual plans, provide initial comments, and obtain stakeholder input on the planning and design process. The PIC was conducted in a drop-in format, with presentation boards displaying the Conceptual Development Plan, Site Renderings, Zoning and Official Plan designations, and floor plan. Refer to **Appendix C – PIC Materials** for the presentation boards.

There were approximately eight (8) residents who attended the event, in addition to the City Councillor for Ward 5. A copy of the redacted record of attendance has been included in **Appendix C – PIC Materials**. Resident feedback was obtained in the following ways:

- Individual discussions – conducted throughout the evening between residents and the representatives from Dillon Consulting Limited;
- Comment forms – collected in-person at the Public Information Centre, with the option for comments to be mailed or emailed to Dillon Consulting Limited at a later date and accepted up until 11:59pm on May 31st, 2024; and
- A project specific email address was provided.

No comment forms were received from participant at the meeting and only one (1) correspondence was received through the project specific email address. Questions and concerns received during the meeting and through email have been noted. Responses to the comments received are provided in the **Table 1**.

**Table 1: Comment Summary**

COMMENTS RECEIVED	RESPONSES
<b>Transportation &amp; Traffic</b>	
<ol style="list-style-type: none"> <li>Concerns about existing traffic levels; and</li> <li>Concerns about parking due to the elementary school across the street from the proposed development.</li> </ol>	<ul style="list-style-type: none"> <li>A Transportation Impact Study was prepared by Dillon Consulting Limited, dated May 2024, which concluded that the proposed development is not anticipated to impact the existing Level of Service (LOS) within the study area.</li> </ul>
<b>Stormwater Management</b>	
<ol style="list-style-type: none"> <li>Concerns regarding basement flooding.</li> </ol>	<ul style="list-style-type: none"> <li>A Stormwater Management and Sanitary Servicing Report was prepared by Dillon Consulting Limited, dated May 2024, which proposes a combination of surface and underground storage to control flows from the proposed development to the estimated allowable release rate for all design storm event simulations, up to and including the 100-Year return event.</li> </ul>

Additional opportunities for the surrounding land owners to provide comments and concerns will be present at the time when the application is subject to a Council decision, which is a statutory requirement under the *Planning Act*. These meetings will offer the public, local residents and interested stakeholders the opportunity to review the project and continue to offer feedback.

Refer to **Appendix C – PIC Materials**.

### 3.5.2 Stormwater Management and Sanitary Servicing Report

A Stormwater Management and Sanitary Servicing Report, has been completed by Dillon Consulting Limited, dated May 15<sup>th</sup> 2024, which reviews sanitary, stormwater management, and watermain servicing for the proposed residential development on the subject site has been provided under separate cover. As per the analysis in the report, a combination of surface and underground storage is proposed to restrict flows to the estimated release rate in the residential development. With regards to sanitary servicing, under the proposed conditions, the sanitary flow from the residential development will be discharged to the existing sanitary sewer located on Esplanade Drive.

### 3.5.3 Transportation Impact Study

A Transportation Impact Study (TIS) has been completed by Dillon Consulting Limited, dated May 2024, and is provided under separate cover. The TIS concluded that given the number of vehicle trips being generated by the proposed development would have a minimal impact on the surrounding area the

proposed development is not anticipated to impact the existing Level of Service (LOS) within the study area.

#### 3.5.4 Noise Study

A Noise Study has been completed by Dillon Consulting Limited, dated May 2024, and is provided under separate cover. The report demonstrates the noise impacts from the auto centre located north of the proposed development are predicted to be compliant with the applicable noise criteria.

#### 3.5.5 Tree Inventory and Preservation Study

A Tree Inventory and Preservation Study has been completed by Dillon Consulting Limited, dated May 2024, and is provided under separate cover. The report summarizes the results of the tree inventory conducted for areas potentially impacted by the proposed development and provides recommendations for trees to be removed or retained.

To facilitate construction of the proposed development, 7 client-owned, private trees and one City-owned tree are required to be removed. A total of 32 trees (19 client-owned trees and 13 City-owned trees) are recommended for preservation during construction, however it should be noted that during detailed design, effort will be made to retain as many other trees as possible as landscaping trees.

## Conclusions

After reviewing relevant policies and guidelines, it is my professional opinion that the proposed residential development is consistent with the intent of the PPS by providing residential infill in a quality, compact form within an already established area close to major public facilities and resources. The proposed residential development will efficiently use existing services, provide an alternative form of housing to the area, and reduce the length and number of vehicle trips for residents. 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.

The subject site's current Zoning By-law designation (CD4.2 and HRD2.3) does not permit the proposed residential uses, and as such will require site specific amendments. I support the proposed application to amend the Zoning By-Law and the removal of the Holding symbol to permit the proposed residential uses for the following reasons:

1. The proposed use is consistent with the Provincial Policy Statement, outlined in Section 3.1 and in conformity with the policies in the City of Windsor Official Plan outlined in Section 3.2.
2. The proposed Zoning By-law Amendment is to rezone the property to site-specific Residential District (RD3.1) with the following provision:
  - Maximum building height on an interior lot of 14.0 m.
3. The proposed Zoning By-Law Amendment respects the land use compatibility and site suitability directives of Zoning By-law 8600 supporting healthy, complete neighbourhoods.
4. The proposed development can 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.
5. The proposed residential development supports active transportation through a series of sidewalks and cycling infrastructure which connect to surrounding neighbourhoods.
6. The proposed infill 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.
7. The proposed development introduces new unit types and additional housing supply to the neighbourhood and is complimentary to the existing uses in the surrounding area.
8. The proposed development is compatible with the surrounding land uses (land use, scale, massing, landscaping, etc.) and is consistent with the mix of land uses evident in the surrounding area.
9. The applicant will proceed with Stage 2 of Site Plan Control Approval following adoption of Zoning By-law Amendment.



A handwritten signature in cursive script that reads "Amy Farkas".

---

Amy Farkas, MCIP RPP

## Figures

**1495754 ONTARIO INC.**

*Zoning By-law Amendment and Removal of the Holding Symbol  
Planning Justification Report - 0 Esplanade Drive, Windsor*

August 2024 – 23-7174





# Appendix A

## City of Windsor Zoning By-law 8600

1495754 ONTARIO INC.

*Zoning By-law Amendment and Removal of the Holding Symbol  
Planning Justification Report - 0 Esplanade Drive, Windsor*

August 2024 – 23-7174



<b>Section 11</b>	<b>RESIDENTIAL DISTRICTS 2 (Medium Density Housing)</b>	
	RD2.1	Single-unit, duplex, semi-detached dwelling 11.1
	RD2.2	Single-unit, duplex, semi-detached, double duplex, multiple (4 units max), townhome dwelling 11.2
	RD2.3	Single-unit, semi-detached & townhome dwelling 11.4
	RD2.4	Single-unit, semi-detached dwelling 11.5
	RD2.5	Single-unit, semi-detached, duplex, townhome, multiple dwelling 11.6
	RD2.6	Semi-detached dwelling 11.10
<b>Section 12</b>	<b>RESIDENTIAL DISTRICTS 3 (High Density Housing)</b>	
	RD3.1	Multiple (9 or 14 m height) & other dwellings 12.1
	RD3.2	Multiple (18 or 24 m height) & other existing dwellings 12.3
	RD3.3	Multiple (24 or 30 m height) & other existing dwellings 12.4
	RD3.4	Townhome, multiple dwelling, residential care facility, lodging house, convent/monastery - all as existing 12.5
	RD3.5	Multiple dwelling, residential care facility 12.6
	RD3.6	Multiple & other dwellings 12.6
	RD3.7	Multiple dwelling (1.9 floor area ratio) 12.7
	RD3.9	Multiple dwelling (4:1 gross floor area ratio) 12.8
	RD3.10	Multiple dwelling (2.5:1 gross floor area ratio) 12.8
	RD3.11	Multiple dwelling (as existing) 12.8
	RD3.12	Multiple dwelling (2 storey building height) 12.9
	RD3.14	Multiple dwelling, assisted living, long term care facility 12.9
	RD3.15	Multiple dwelling, residential care facility, lodging house 12.10
<b>Section 13</b>	<b>INSTITUTIONAL DISTRICTS 1</b>	
	ID1.1	Church, School, Day Nursery 13.1
	ID1.2	Church, School, Hospital, Residential Care Facility 13.2
	ID1.3	College, University, Church, School 13.3
	ID1.4	Place of Entertainment and Recreation, other Institutional uses 13.5
	ID1.5	Correctional Facility 13.5
	ID1.6	Church, School, Day Nursery 13.6
	ID1.7	13.7
<b>Section 14</b>	<b>COMMERCIAL DISTRICTS 1</b>	
	CD1.1	Neighbourhood Convenience 14.1
	CD1.2	Neighbourhood Convenience, Combined Use Building 14.1
	CD1.3	Neighbourhood Convenience, Combined Use Building, Other Dwellings 14.2
	CD1.4	Office 14.3
	CD1.5	Club 14.4
	CD1.6	Restaurant 14.4
	CD1.7	Parking Area, Public Parking Area 14.5
	CD1.8	Grocery Store 14.5
	CD1.9	Place of Entertainment and Recreation, Restaurant 14.6
	CD1.11	Grocery Store, Place of Entertainment 14.6
	CD1.12	Neighbourhood Convenience 14.7
<b>Section 15</b>	<b>COMMERCIAL DISTRICTS 2</b>	
	CD2.1	General Commercial 15.1
	CD2.2	General Commercial, Combined Use Building 15.2
	CD2.3	Service Station, Gas Bar 15.3
	CD2.4	Marina 15.4
	CD2.5	General Commercial, Combined Use Building 15.4
	CD2.6	Automobile Sales Lot, Business Office 15.5
	CD2.7	General Commercial (East Riverside) 15.6

## SECTION 12 - RESIDENTIAL DISTRICTS 3. (RD3.)

(B/L 9057, Jul 7/1987; B/L 9100, Aug 17/1987; B/L 9545, OMB. Order R880673, Apr 20/1990 Amended Jan 8/1991; B/L 11093, Jul 20/1992; OMB Order R940355 Oct 3/1995; B/L 11876, OMB Order R940356 Sep 11/1995; B/L 13079, Oct 3/1997; B/L 162-1998, Jun 24/1998; B/L 211-1999, Aug 31/1999; B/L 33-2001, Oct 23/2001, OMB Decision/Order No. 1716 Case No. PL010233; B/L 443-2001, Jan 2/2002; B/L 363-2002, Dec 31/2002; B/L 23-2004, Feb 19/2004; B/L 401-2004, Jan 7/2005; B/L 90-2009, Jul 27/2009; B/L 113-2009, Aug 11/2009; B/L 129-2012, Oct 2/2012; B/L 31-2013, Mar 28/2013) [ZNG/2930; ZNG/5270] B/L 164-2017, Dec. 7/2017; B/L 95-2019, Sept. 27/2019

### 12.1 RESIDENTIAL DISTRICT 3.1 (RD3.1)

#### 12.1.1 PERMITTED USES

<i>Double Duplex Dwelling</i>	<i>Residential Care Facility</i>
<i>Duplex Dwelling</i>	<i>Semi-Detached Dwelling</i>
<i>Lodging House</i>	<i>Single Unit Dwelling (Existing)</i>
<i>Multiple Dwelling</i>	<i>Townhome Dwelling</i>
<i>Religious Residence</i>	

Any use accessory to any of the preceding uses

#### 12.1.5 PROVISIONS

- |     |  |                              |
|-----|--|------------------------------|
| .1  | Lot Frontage – minimum   | 18.0 m                       |
| .2  | Lot Area – minimum   |                              |
|     | For a <i>corner lot</i> having a minimum frontage of 30.0 m on each of the <i>exterior lot lines</i> :   |                              |
|     | a) For the first 5 <i>dwelling units</i>   | 540.0 m <sup>2</sup>         |
|     | b) For each additional <i>dwelling unit</i>  | 67.0 m <sup>2</sup> per unit |
|     | For any other <i>lot</i> :   |                              |
|     | c) For the first 4 <i>dwelling units</i>   | 540.0 m <sup>2</sup>         |
|     | d) For each additional <i>dwelling unit</i>  | 85.0 m <sup>2</sup> per unit |
| .3  | Lot Coverage – maximum   | 35.0%                        |
| .4  | Main Building Height – maximum   |                              |
|     | <i>Corner Lot</i>  | 14.0 m                       |
|     | <i>Interior Lot</i>  | 10.0 m                       |
| .5  | Front Yard Depth – minimum   | 6.0 m                        |
| .6  | Rear Yard Depth – minimum  | 7.50 m                       |
| .7  | Side Yard Width – minimum  |                              |
|     | a) Where a <i>habitable room window</i> of any <i>dwelling unit</i> faces a <i>side lot line</i>   | 6.0 m                        |
|     | b) Any other side yard   | 3.0 m                        |
| .8  | Landscaped Open Space Yard – minimum   | 35.0% of <i>lot area</i>     |
| .50 | A <i>Lodging House</i> for the accommodation of 10 persons or less, and any use accessory thereto, shall comply with the <i>Single Unit Dwelling</i> provisions of Section 10.1.5 and further, the whole of the <i>building</i> shall be used for a <i>Lodging House</i> , including any <i>accessory use</i> .                              | [ZNG/5630]                   |
|     | (AMENDED by B/L 95-2019, Sept. 27/2019)  |                              |
| .55 | A <i>Double Duplex Dwelling</i> , <i>Duplex Dwelling</i> , <i>Multiple Dwelling</i> having a maximum of 4 <i>dwelling units</i> , <i>Semi-Detached Dwelling</i> or <i>Townhome Dwelling</i> , or an addition to an <i>existing Single Unit Dwelling</i> , and any use accessory thereto, shall comply with the provisions of Section 11.2.5. |                              |

# Appendix B

## Site Renderings

# PROPOSED RESIDENTIAL DEVELOPMENT

R E N D E R   P A C K A G E



1670 Mercer St.  
Windsor | Ontario  
N8X 3P7

Tel 519.254.3430

[ada-architect.ca](http://ada-architect.ca)

**a architectural**  
**d design**  
**a associates**  
inc. architect

1670 Mercer St.  
Windsor | Ontario  
N8X 3P7  
Tel 519.254.3430  
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# Appendix C

## PIC Materials

## Public Information Open House

### Proposed Residential Development 0 Esplanade Drive

On behalf of our client, 1495754 Ontario Inc., Dillon Consulting Limited is hosting a Public Information Open House to introduce a 54-unit multiple dwelling development of 4 storeys, with 77 surface parking spaces. During this session, guests will be able to:

- Meet the project team;
- Become informed about the planning process; and
- Discuss comments and questions relating to the proposed developments.

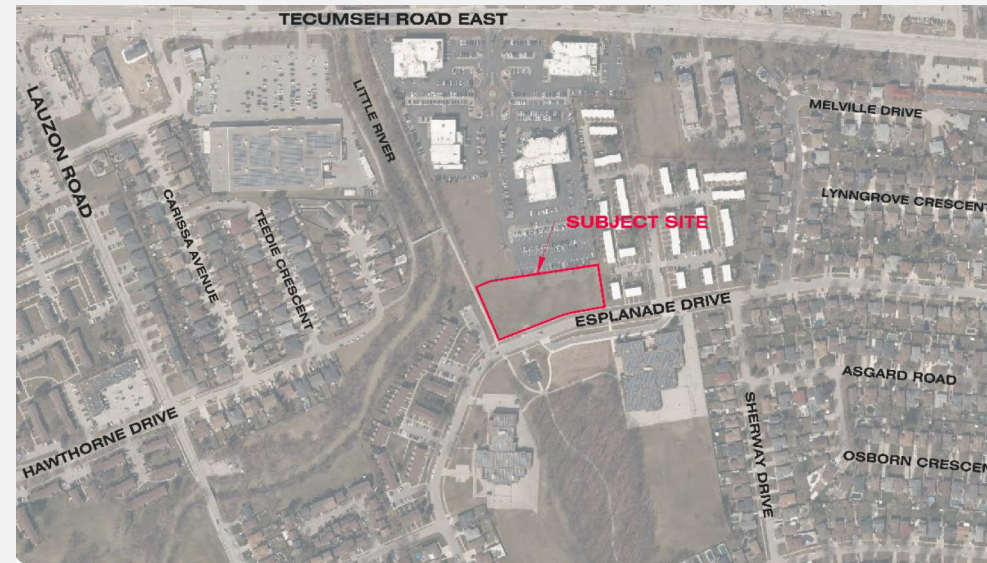
This meeting is the next step in the planning process to permit development of these lands for the proposed Zoning By-law Amendment to:

- Add a site-specific exception to allow the proposed multiple dwelling;
- Allow a maximum building height on an interior lot of 14.0m; and
- Remove the Holding Provision.

This meeting is being held in advance of a statutory public meeting required under the *Planning Act* to obtain approvals. The City of Windsor will be inviting all residents and landowners within 120 metres of the property limits to additional meetings in the near future.

The Public Information Centre will be a drop-in format with project materials available for viewing and representatives available to chat.

We are looking for your input and comment. Written comments, via mail or email, will be accepted until May 31<sup>st</sup>, 2024.



### Public Information Open House

*Date:*  
**Tuesday, May 14<sup>th</sup>, 2024**  
*Time:*  
**6:30 pm to 8:30 pm**

*Location:*  
**AB Room**  
**Forest Glade Community Centre**  
3215 Forest Glade Dr, Windsor, ON  
N8R 1W7

Contact:  
**Amy Farkas, MCIP RPP**  
**Associate & Project Manager**  
Dillon Consulting Limited  
3200 Deziel Drive, Suite 608, Windsor, N8W 5K8  
T – 519.948.5000 ext. 3205  
esplanadedevelopment@dillon.ca

Pre-Consultation Application to the  
City of Windsor

Public Information Open House

WE  
ARE  
HERE

Summary of Resident  
Comments

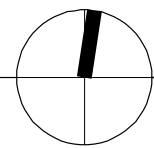
Zoning By-Law Amendment  
Application

Application Review by  
City of Windsor

Committee Meeting and  
Council Meeting



**PARKING REQUIREMENTS**  
 = 1.25 SPACES PER UNIT  
 = 54 UNITS X 1.25  
 = 68 SPACES REQ'D (77 SPACES PROVIDED)



# SITE PLAN

SCALE : 1" = 40'-0"



date: 2023-09-09		title: SITE PLAN	
comm. no.: 2023-088		drawn by: JT	
diag. no.: A1.0		checked by: JBK	
project: RESIDENTIAL DEVELOPMENT WINDSOR, ON		client: RAFIH GROUP DEVELOPMENTS	
1670 mercer street windsor ontario canada n8x 3p7 ph 519.254.3430 fax 519.254.3642 email: info@ade-architect.ca www.ade-architect.ca			

**Welcome!  
Thank you for  
joining us.**

**May 14, 2024  
6:30 pm – 8:30 pm**

**Forest Glade  
Community Centre**

**PUBLIC INFORMATION CENTRE  
FOR 0 ESPLANADE DR.**

**PROPOSED RESIDENTIAL  
DEVELOPMENT**



# PUBLIC INFORMATION CENTRE

## 0 ESPLANADE DR. PROPOSED RESIDENTIAL DEVELOPMENT

The Public Information Centre is being hosted to introduce and provide information on a 4–storey 54 unit proposed multiple dwelling residential development.

The Public Information Centre is being hosted in a “drop-in” format with representatives available to take comments and answer questions.

### The goals of the Public Information Centre are as follows:

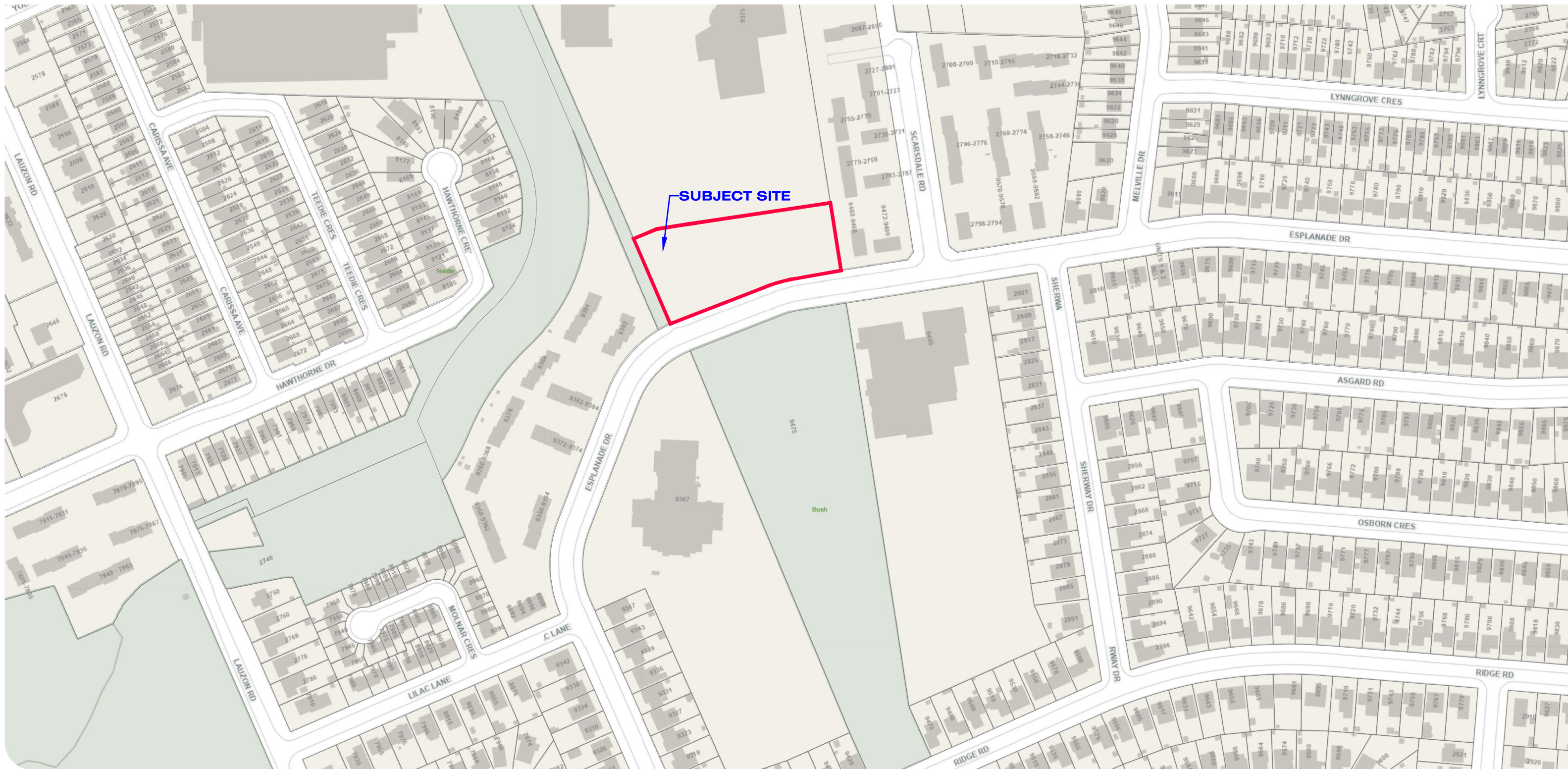
1. Provide Information on the planning process and development approvals process;
2. Provide information on the proposed residential development;
3. Provide details on anticipated timelines;
4. Collect comments and feedback from attendees to help guide the proposed developments as they continue through the development process.

### Collecting Feedback:

1. Comment forms are available for attendees to complete;
2. Comments may also be emailed to [esplanadedevelopment@dillon.ca](mailto:esplanadedevelopment@dillon.ca);
3. All comments will be compiled at the end of the meeting and will be included in a report summarizing the meeting;
4. All comments will be accepted until **May 31<sup>st</sup>, 2024.**


To Submit Comments: [esplanadedevelopment@dillon.ca](mailto:esplanadedevelopment@dillon.ca)





**1495754 ONTARIO INC.**  
23-7174 0 ESPLANADE DR.

**LOCATION MAP**  
FIGURE 1.0

 SUBJECT SITE  
±0.67 ha (± 1.66 ac)

File Location:  
c:\pw working directory\projects 2023\dillon\_31r\dms60277\237174 - pj  
figures.dwg  
May, 13, 2024 3:20 PM

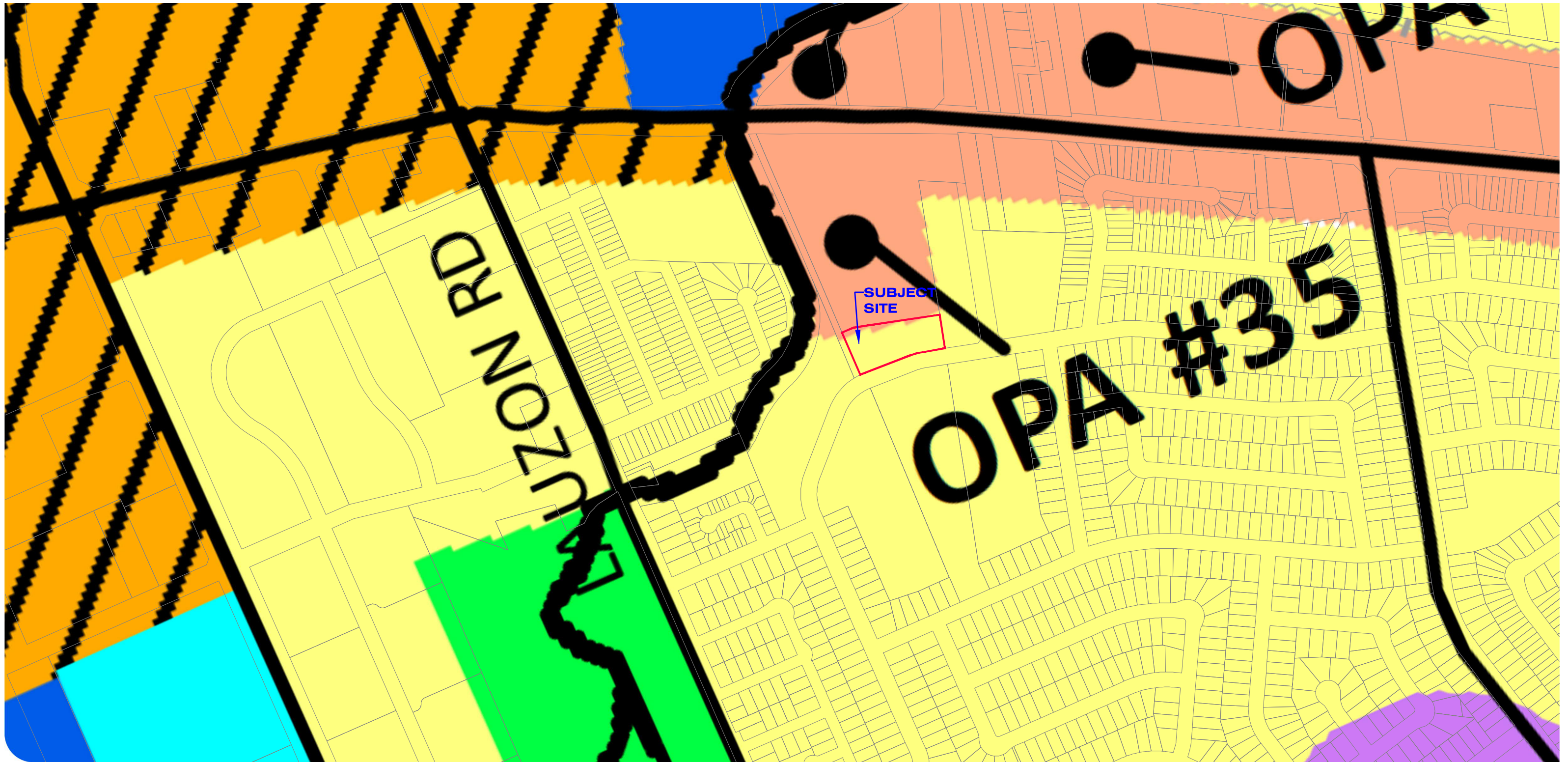
SOURCE: THE CITY OF WINDSOR AERIAL (2023)

MAP/DRAWING INFORMATION  
THIS DRAWING IS FOR INFORMATION PURPOSE ONLY.  
ALL DIMENSIONS AND BOUNDARY INFORMATION SHOULD  
BE VERIFIED BY AN O.L.S PRIOR TO CONSTRUCTION.  
CREATED BY: RR  
CHECKED BY: AMF  
DESIGNED BY: RR

SCALE: N.T.S



PROJECT: 23-7174  
STATUS: DRAFT  
DATE: 08/04/2024





**1495754 ONTARIO INC.**  
23-7174 0 ESPLANADE DR.

PUBLIC INFORMATION CENTRE

**EXISTING CITY OF WINDSOR  
OFFICIAL PLAN  
FIGURE 2.0**

 SUBJECT SITE  
±0.67 ha (± 1.66 ac)

- |  |  |  |   |
|--|--|--|---|
|  MIXED USE CENTRE |  MIXED USE NODE |  MIXED USE CORRIDOR |  RESIDENTIAL |
|  BUSINESS PARK    |  INDUSTRIAL     |  OPEN SPACE         |   |

File Location:  
c:\pw working directory\projects 2023\dillon\_31r\dms60277\237174 - pjr  
figures.dwg  
May, 13, 2024 3:20 PM

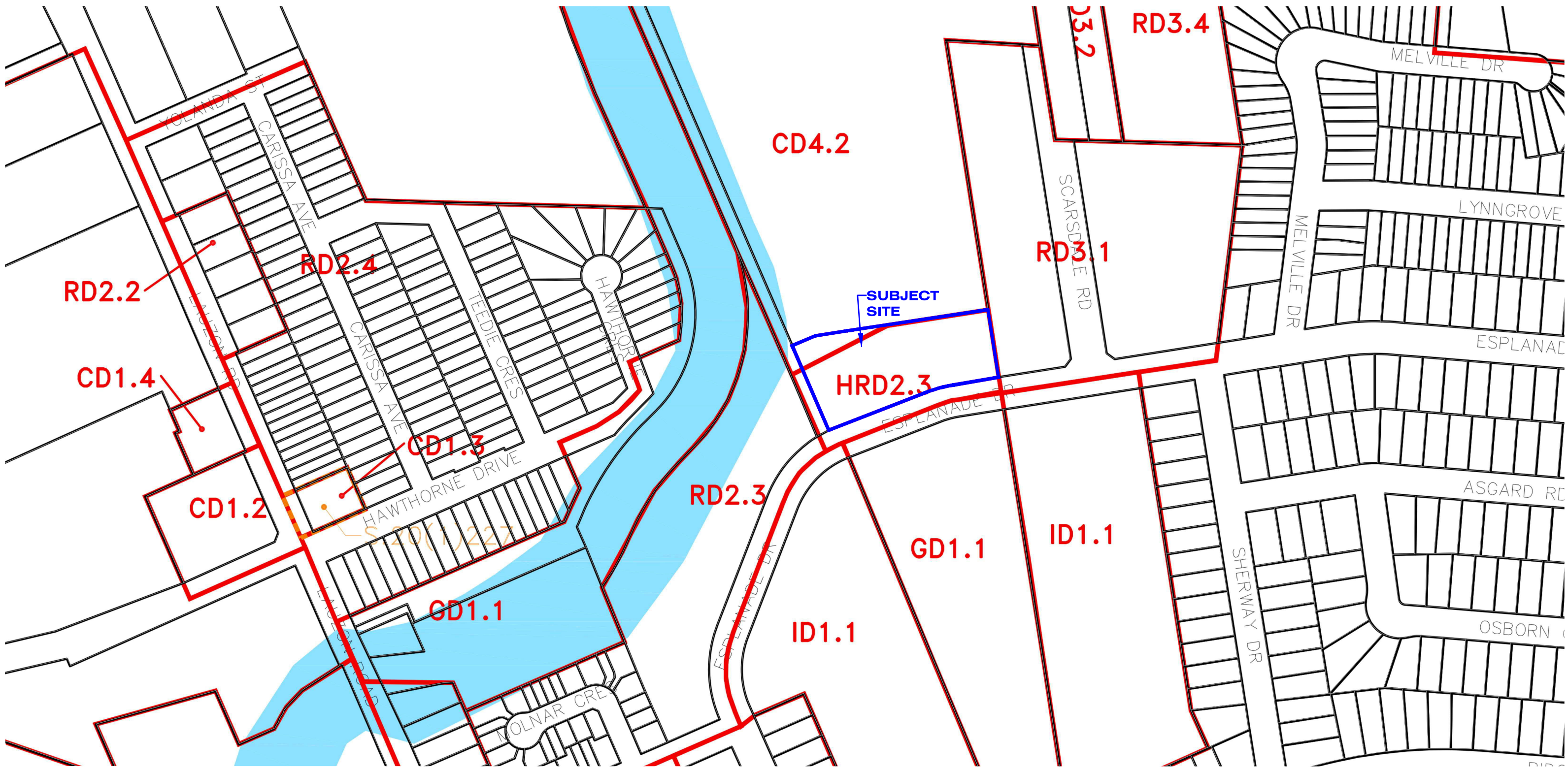
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CREATED BY: RR  
CHECKED BY: AMF  
DESIGNED BY: RR

SCALE: 1:5000




PROJECT: 23-7174  
STATUS: DRAFT  
DATE: 08/04/2024



**1495754 ONTARIO INC.**  
 23-7174 0 ESPLANADE DR.  
 PUBLIC INFORMATION CENTRE

**EXISTING CITY OF WINDSOR  
 ZONING BY-LAW 8600  
 FIGURE 3.0**

 SUBJECT SITE  
 ±0.67 ha (± 1.66 ac)

 ZONE BOUNDARY

RD - Residential Districts	ID - Institutional Districts	GD - Green District
CD - Commercial Districts	MD - Manufacturing Districts	

File Location:  
 c:\pw working directory\projects 2023\dillon\_31r\dms60277\237174 - pj  
 figures.dwg  
 May, 13, 2024 3:20 PM

SOURCE: THE CITY OF WINDSOR AERIAL (2023)

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CREATED BY: RR  
 CHECKED BY: AMF  
 DESIGNED BY: RR

SCALE: 1:2500

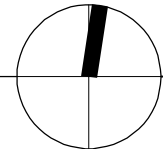


PROJECT: 23-7174  
 STATUS: DRAFT  
 DATE: 08/04/2024



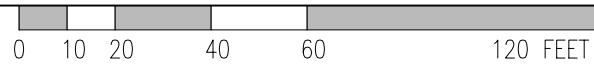


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1670 mercer street  
 windsor ontario canada n8x 3p7  
 ph 519 254 3430 fax 519 254 3642  
 email: info@aedntlltd.ca www.aedntlltd.ca

