

PLANNING RATIONALE REPORT

ZONING BY-LAW AMENDMENT PROPOSED RESIDENTIAL DEVELOPMENT

0 Wyandotte Street East
City of Windsor, Ontario

September 25, 2024

Prepared by:



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Table of Content

1.0	INTRODUCTION	3
2.0	SITE AND SURROUNDING LAND USES	4
2.1	Legal Description and Ownership	4
2.2	Physical Features of the Site	5
2.2.1	Size and Site Dimension	5
2.2.2	Existing Structures and Previous Use	5
2.2.3	Vegetation and Soil	5
2.2.4	Topography and Drainage	5
2.2.5	Other Physical Features	5
2.2.6	Municipal Services	5
2.2.7	Nearby Amenities	6
2.3	Surrounding Land Uses	6
3.0	PROPOSAL AND CONSULTATION	10
3.1	Development Proposal	10
3.2	Public Consultation Strategy	13
4.0	APPLICATION AND STUDIES	16
4.1	Zoning By-law Amendment	16
4.2	Other Application	16
4.3	Supporting Studies	16
4.3.1	Sanitary	16
5.0	PLANNING ANALYSIS	17
5.1	Policy and Regulatory Overview	17
5.1.1	Provincial Policy Statement	17
5.1.2	Official Plan	25
5.1.3	Zoning By-law	34
6.0	SUMMARY AND CONCLUSION	39
6.1	Context and Site Suitability Summary	39
6.1.1	Site Suitability	39

6.1.2	Compatibility of Design	39
6.1.3	Good Planning	39
6.1.4	Environment Impacts	39
6.1.5	Municipal Services Impacts	40
6.1.6	Social, Cultural, and Economic Conditions	40
6.2	Conclusion	40

1.0 INTRODUCTION

I have been retained by Baker Investments Limited (herein the "Applicant"), to provide a land use Planning Rationale Report (PRR) in support of a proposed development to be located at 0 Wyandotte Street East (herein the "Site") in the City of Windsor, Province of Ontario.

The Site, in Ward 6 (Riverside Planning District), is made up of one (1) corner parcel of land, which is currently vacant.

The Site is located on the east side of Watson Avenue and on the north side of Wyandotte Street East.

It is proposed to develop the Site for residential use.

It is proposed to construct a new 6 storey multiple dwelling (apartment) with 86 residential dwelling units.

A total of 108 parking spaces are proposed, with access from Watson Ave. and Wyandotte St. E.

The tenure of each unit will be rental.

The Site has access to full municipality services.

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

Pre-consultation (stage 1) (City File #PC-061/24) and pre-submission (stage 2) (City File#PC-091/24) were completed by the Applicant. Comments have been reviewed and incorporated into this PRR.

The purpose of this report is to review the relevant land use documents, including the Provincial Policy Statement 2020 (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) corner parcel of land, which is currently vacant.

The Site is located on the east side of Watson Avenue and on the north side of Wyandotte Street East (see the area in red on Figure 1 – Site Location).

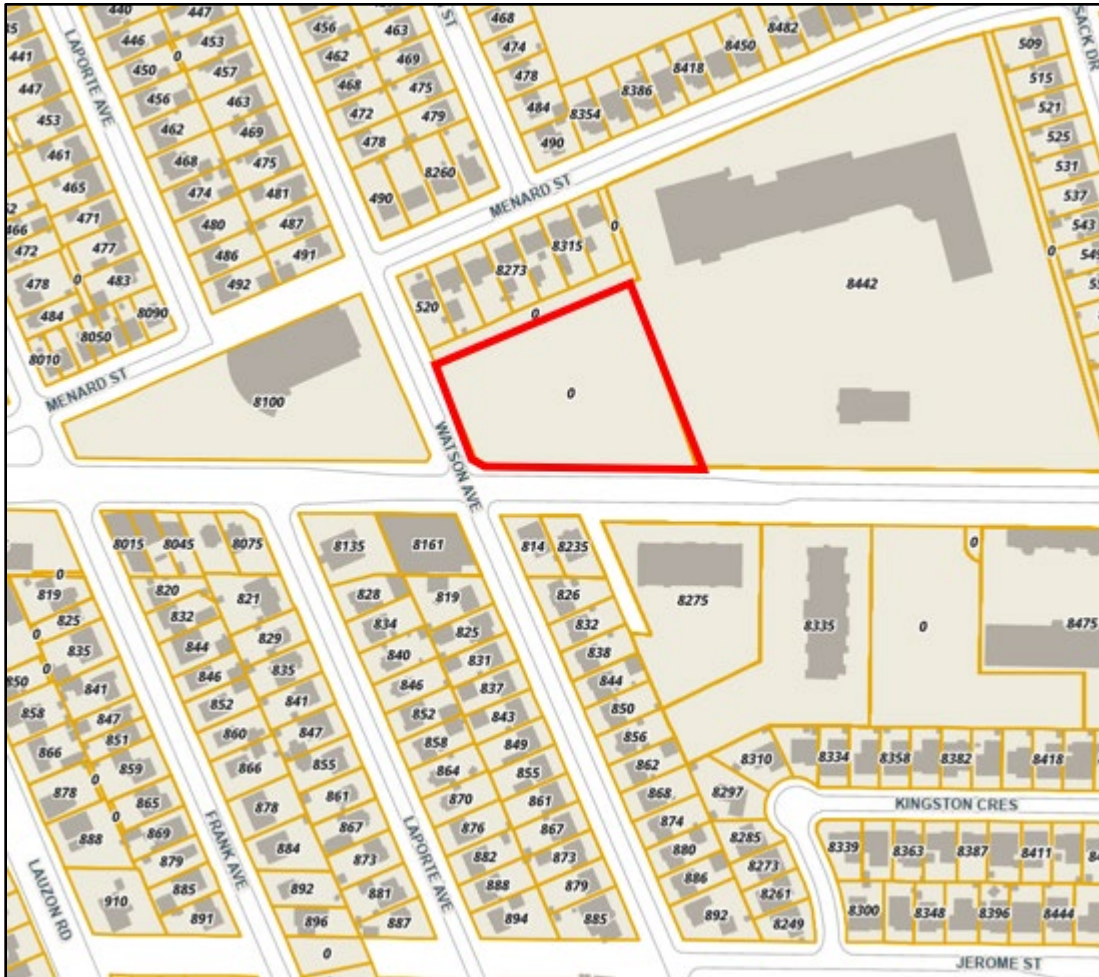


Figure 1 – Site Location (Source: Windsor GIS)

The Site is part of the Riverside Planning District and is located in the City of Windsor Ward 6.

The Applicant does own the lands to the north side of the Site; however, it is not part of this ZBA application.

The Site subject to the proposed development is owned, locally known as and legally described as follows:

Address	Legal Description	ARN	Owner	Purchased Date
0 Wyandotte Street East	PLAN 1628 BLK A	3739-060-330-00100-0000	Murray-Colqueen amalgamated in Baker Investments Limited	1973

2.2 Physical Features of the Site

2.2.1 Size and Site Dimension

The Site, subject to the proposed development, consists of a total area of 7,836.9 m² (0.78 ha), with approximately 50 m along Watson Ave., and approximately 100 m along Wyandotte St E.

The Site is irregular in shape.

2.2.2 Existing Structures and Previous Use

The Site is currently vacant.

The previous use is unknown.

2.2.3 Vegetation and Soil

The property currently has a mown lawn.

The soil is made up of Clyde Clay (Cc).

2.2.4 Topography and Drainage

The Site is generally level and is within the Essex Region Conservation Authority (ERCA) regulated area.

The Site is part of the Windsor Area Drainage.

The Site is part of a Source Water Protection Event Based Area (EBA).

2.2.5 Other Physical Features

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

2.2.6 Municipal Services

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

Wyandotte Street East is a Class II arterial road, and Watson Ave is a local road.

The Site has access to transit with the closest bus stop on the northwest corner of Watson Avenue and Wyandotte Street East (Stop ID 2010, Bus #10).

The Site has access to major roadways such as Wyandotte Street East and Lauzon Road.

2.2.7 Nearby Amenities

There are many schools, including St John Vianney Catholic Elementary School, MS Hetherington Public School and Riverside Secondary School/

Nearby parks include Alan Crescent Pocket Park, Marina Park and Boardwalk Public Park.

The closest library is Riverside Public Library.

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.

The area is characterized by a mix of residential and commercial uses.

A site visit was conducted, and photos were taken on July 23, 2024, by Pillon Abbs Inc.

The following is a summary of the surrounding land uses.

North – The lands north of the Site are used for residential with frontage along Watson Ave and Menard St (see Photo 1 – North).



Photo 1 – North (Source: Pillon Abbs Inc.)

South – The lands south of the Site are used for residential and commercial (see Photos 2 - South).





Photos 2 – South (Source: Pillon Abbs Inc.)

East – The lands east of the Site are used for commercial (see Photo 3 - East).



Photo 3 – East (Source: Pillon Abbs Inc.)

West – The lands west of the Site are used for commercial (see Photo 4 - West).



Photo 4 – West (Source: Pillon Abbs Inc.)

3.0 PROPOSAL AND CONSULTATION

3.1 Development Proposal

The Site, in Ward 6 (Riverside Planning District), is made up of one (1) irregularly shaped corner parcel of land, which is currently vacant.

It is proposed to develop the Site for residential use.

It is proposed to construct a new (stand-alone) 6 storey multiple dwelling (apartment) with 86 residential dwelling units.

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

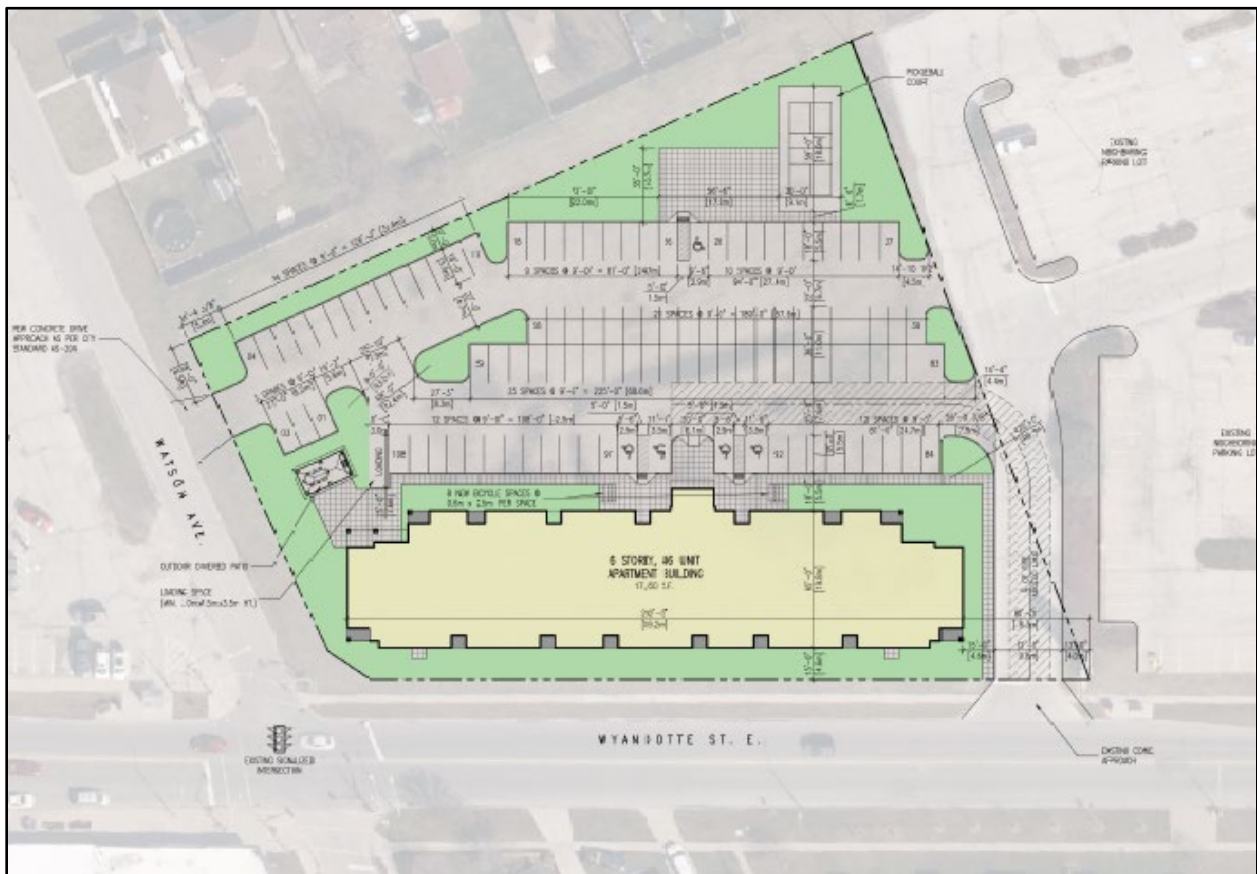


Figure 2a –Concept Plan

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

The building area of the proposed dwelling will occupy a total of 1,621.2 m² of the Site with a total lot coverage of 20.7%.

The proposed building height is 21.0 m.

The tenure of each unit will be rental.

Based on the Site area (0.78 ha) and the proposed number of residential units (86) the proposed development will result in a density of 110.26 units per hectare (uph).

The proposed dwelling will face Wyandotte Street East. 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 will look from the ground level.

Landscaping and amenity space will be provided, including private balconies, a pickle ball court, an outdoor patio and an outdoor covered patio area.

Paved parking and sidewalks are provided.

A total of 108 parking spaces are proposed, with access from Watson Ave. and Wyandotte St. E.

Bicycle, visitor and barrier free parking is provided.

The refuse (garbage and recycling) will be located inside the building. The pick-up of refuse is yet to be determined.

Loading space is provided.

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 Wednesday, August 21, 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 366 owners and tenants were notified, which represents a 200 m radius from the Site.

In addition to the applicant representatives and City of Windsor Staff, there were 7 residents registered for the open house.

There were phone calls and emails received.

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

Topic Item	Comments and Questions	Response
Traffic	Traffic is already too much. Adding more isn't the answer as the streets are not built for it.	A TIS was not warranted for this type of development.

Topic Item	Comments and Questions	Response
	<p>Many speeders and car accidents or near misses in the area.</p> <p>There are a lot of buses and trucks.</p> <p>There are lanes that merge.</p>	
Neighbourhood	<p>I enjoy living in this peaceful area of the City.</p> <p>We would very much like keep it this way.</p>	<p>The proposed development will be brought close to the road which will provide for appropriate setbacks from nearby residential uses.</p> <p>The building will be designed to blend in with the area.</p>
Support	<p>Interested in selling and want to move to an apartment. Raised in this area and want to stay here. Exactly where I want to live.</p>	Noted.
Proposed Use	<p>I was assured by the realtors that any development in that spot would be commercial, and therefore, assumed that it would be a low-lying building.</p>	The Site is designated Mixed Use Corridor.
Height	<p>Concerned about the height of this proposed development.</p> <p>Six storeys would severely limit the amount of natural light into my unit.</p> <p>Four storeys would be better.</p>	<p>No shadow study was required as part of the zoning application.</p> <p>The Mixed Use Corridor encourage medium to high density development.</p>
Access	<p>Please review the possibility of an extra safety crosswalk, or that the driveway.</p>	Would need City feedback.
Buffering	<p>Consider tree planting for privacy issues.</p>	Tree plantings will be addressed at the time of SPC approval.
SWM	<p>Nearby condo currently has issues with flooding.</p> <p>Will SWM be provided?</p>	SWM will be provided as part of SPC approval.
Sidewalks	<p>There are a lot of pedestrians in the area.</p>	Would need City feedback.

Topic Item	Comments and Questions	Response
	There are no sidewalks along Watson and they are greatly needed.	
Intersection	Watson and Wyandotte intersection is not wide enough	
Cul de Sac	Make Watson Ave end with a Cul de Sac.	Would need City feedback.
Tenure	Are these rentals and will they be affordable.	At this time, they units will be rentals. The rental amount is yet to be determined.
Parking	There is not enough parking in the area now. Home Hardware does not have any parking.	It is the intent to provide for the minimum parking requirement set out in the City zoning by-law.
Schools	There are 2 schools in the immediate area. Busses take Watson in the mornings and afternoons.	No TIS was warranted for this type of development.
Privacy	Are there balconies?	Yes, there are private balconies, but they are recessed.
Next Steps	What are the next steps?	Planning process was explained.

4.0 APPLICATION AND STUDIES

Pre-consultation (stage 1) (City File #PC-061/24) and pre-submission (stage 2) (City File#PC-091/24) were completed by the Applicant. Comments 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 Commercial District 2.1 (CD2.1) category, as shown on Map 14 of the City of Windsor Zoning By-law #8600.

It is proposed to change the zoning to Residential District 3.2 (RD3.2 - S.20(1)(XXX)) category to permit a multiple dwelling.

No relief from certain regulations is required.

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

4.3 Supporting Studies

4.3.1 Sanitary

A Sanitary Sewer Study was prepared by Aleo Associates Inc., Consulting Engineers, dated July 16, 2024 and further updated on September 25, 2024.

The purpose of the report was to assess the existing services for the purpose of determining the capacity available to accept the increase as a result of the proposed development.

It is determined that the services have the capacity to support future development.

5.0 PLANNING ANALYSIS

5.1 Policy and Regulatory Overview

5.1.1 Provincial Policy Statement

The Provincial Policy Statement, 2020 (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 is issued under Section 3 of the Planning Act and came into effect on May 1, 2020. It applies to all land use planning matters considered after this date.

The PPS supports improved land use planning and management, which contributes to a more effective and efficient land use planning system.

The Site is within a 'Settlement Area', as defined by the PPS.

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

PPS Policy #	Policy	Response
1.0Ontario's long-term prosperity, environmental health and social well-being depend on wisely managing change and promoting efficient land use and development patterns.....	The City has directed growth where the Site is located, which will contribute positively to promoting efficient land use and development patterns.
1.1.1	Healthy, liveable and safe communities are sustained by: a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term; b) accommodating an appropriate affordable and market-based range and mix	The proposed development is consistent with the policy to build strong, healthy, and livable communities as it provides for a new housing choice in an existing built-up area. The existing land use pattern provides for infilling and intensification.

PPS Policy #	Policy	Response
	<p>of residential types, employment, institutional, recreation, park and open space, and other uses to meet long-term needs;</p> <p>c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;</p> <p>d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;</p> <p>e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;</p> <p>f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;</p> <p>g) ensuring that necessary infrastructure and public service facilities are or will be</p>	<p>The Site was always intended for development.</p> <p>There are no environmental or public health and safety concerns as the area is established. ERCA permits will be obtained.</p> <p>The development pattern does not require expansion of the settlement area.</p> <p>Accessibility of units will be addressed at the time of the building permit.</p> <p>Public service facilities are available, such as local schools.</p> <p>The development pattern is proposed to be an efficient development of the Site.</p> <p>The Site has access to full municipal services.</p>

PPS Policy #	Policy	Response
	<p>available to meet current and projected needs; and</p> <p>h) promoting development and land use patterns that conserve biodiversity.</p>	
1.1.3.1	Settlement areas shall be the focus of growth and development.	The Site is within an existing settlement area.
1.1.3.2	<p>Land use patterns within settlement areas shall be based on densities and a mix of land uses which:</p> <p>a) efficiently use land and resources;</p> <p>b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;</p> <p>c) minimize negative impacts to air quality and climate change, and promote energy efficiency;</p> <p>d) prepare for the impacts of a changing climate;</p> <p>e) support active transportation;</p> <p>f) are transit-supportive, where transit is planned, exists or may be developed; and</p>	<p>The Site offers an opportunity for intensification and rounding out of the intersection.</p> <p>The design and style of the proposed building will blend well with the scale and massing of the existing surrounding area. It takes into consideration the transition between land uses.</p> <p>The proposed use will buffer the existing residential uses from Wyandotte St E.</p> <p>Residents will have immediate access to local amenities (on site and nearby).</p> <p>Transit is available for the area.</p> <p>The Site is located close to major roadways.</p>

PPS Policy #	Policy	Response
	g) are freight-supportive.	
1.1.3.3	<p>Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.</p>	<p>The proposed development is located on a Site that is physically suitable.</p> <p>The Site is generally level, which is conducive to easy vehicular movements.</p> <p>The intensification can be accommodated for the proposed development as it is an appropriate development of the Site.</p> <p>Parking will be provided on-site. No relief is required from the zoning requirements for parking.</p>
1.1.3.4	<p>Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.</p>	<p>The proposed building will be built with a high standard of construction.</p> <p>The final design of the building is subject to the City of Windsor design guidelines.</p> <p>There will be no risks to the public. ERCA permits will be obtained.</p>
1.1.3.6	<p>New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.</p>	<p>The proposed development does have a compact built form.</p> <p>The proposed building size will allow for the efficient use of land, pedestrian and vehicle access, infrastructure, and public services.</p>

PPS Policy #	Policy	Response
1.4.1- Housing	<p>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:</p> <p>a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and</p> <p>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 to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.</p>	<p>The proposed development is consistent with the PPS in that it provides for a new housing choice in an existing built-up area.</p> <p>The proposed development will make efficient use of land, resources, existing infrastructure, and public service facilities by increasing the number of residential dwelling units within the existing settlement area.</p> <p>The proposed development encourages the utilization of existing transit located close to the Site to meet the health and well-being of future residents.</p> <p>The proposed development will provide for an infill and intensification opportunity in the existing built-up area.</p> <p>Municipal services are available.</p>
1.4.3	<p>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area.</p>	<p>The proposed development provides for a new housing choice and utilizes the Site in an efficient manner.</p> <p>The development will allow a new multiple dwelling to be used for residential purposes. This will address the need for new housing choices in the area.</p>

PPS Policy #	Policy	Response
		<p>The proposed density will have a positive impact on the area.</p> <p>The proposed building will be located close to the road, creating additional setbacks from abutting residential uses.</p> <p>The proposed residential use is compatible with the surrounding area as there is currently a mix of commercial and residential uses.</p> <p>The Site is close to nearby amenities.</p> <p>There is suitable infrastructure, including transit.</p>
1.6.1 - Infrastructure	Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.	The development can proceed on full municipal services.
1.6.6.2	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. Within settlement areas with existing municipal sewage services and municipal water services,	The proposed development will be serviced by municipal sewer, water, and storm, which are the preferred forms of servicing for settlement areas.

PPS Policy #	Policy	Response
	intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.	
1.6.6.7	<p>Planning for stormwater management shall:</p> <ul style="list-style-type: none"> a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term; b) minimize, or, where possible, prevent increases in contaminant loads; c) minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure; d) mitigate risks to human health, safety, property and the environment; e) maximize the extent and function of vegetative and pervious surfaces; and f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development. 	<p>There are no anticipated negative impacts on the existing municipal system, as it will not add to the capacity in a significant way.</p> <p>There will be no risk to health and safety.</p> <p>There are no natural heritage features located on the Site.</p>

PPS Policy #	Policy	Response
1.6.7.1	Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.	The Site is in close proximity to major roadways.
1.6.7.2	Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.	The proposed development contributes to the City's requirements for development within a built-up area. The area is serviced by transit.
1.6.7.4	A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.	The proposed development will be a compatible density for the Site and with the surrounding area. The proposed development is near many local amenities, and residents would not have to travel far to access necessities.
2.2.1 - Water	Planning authorities shall protect, improve or restore the quality and quantity of water.	No water issues are anticipated.
3.0 – Healthy 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. 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 Riverside Planning District on Schedule A: Planning Districts & Policy Areas of the OP.

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

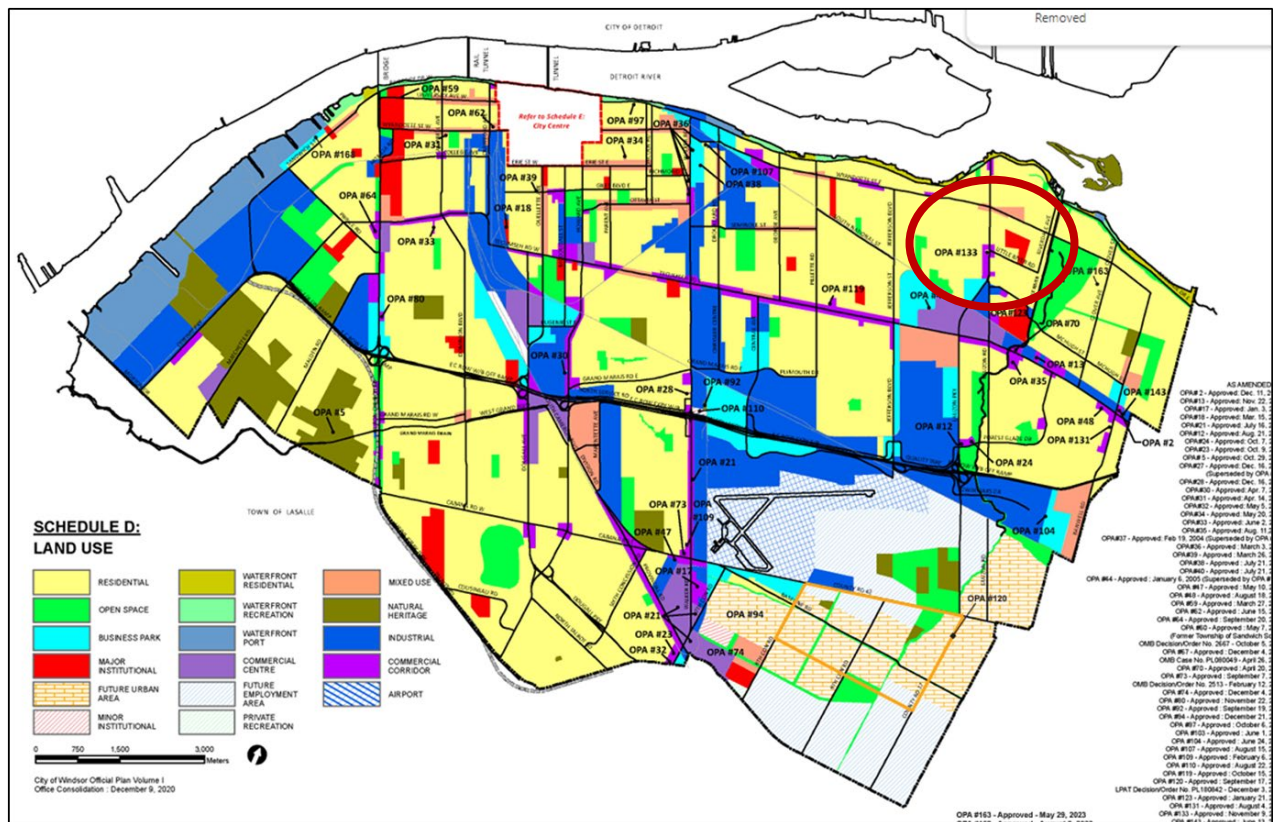


Figure 3 – OP

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.	<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 amenities, and parks.</p>
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.
6.1 - Goals	<p>In keeping with the Strategic Directions, Council's land use goals are to achieve:</p> <p>6.1.1 Safe, caring and diverse neighbourhoods.</p> <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>The proposed development supports the goals set out in the OP.</p> <p>The proposed residential use will provide a new housing choice in an existing built-up area.</p> <p>The proposed multiple dwelling is suited for the needs of future residents.</p>

OP Policy #	Policy	Response
		<p>The Site is pedestrian friendly and close to nearby amenities and major roadways.</p> <p>The Site was always intended for development.</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 medium profile.</p>
6.5.3.1 – Mixed Use Corridor	<p>Uses permitted in the Mixed Use Corridor land use designation are primarily retail, wholesale store and service oriented uses and, to a lesser extent, office uses.</p> <p>Medium and High Profile residential uses either as standalone buildings or part of a commercial-residential mixed use buildings shall be throughout the Corridors.</p>	<p>Medium Profile is proposed based on the size of the Site, which is supported by this policy.</p> <p>The proposed development will be designed with a pedestrian orientation and foster a distinctive and attractive area identity.</p> <p>The design will address compatibility. It will take into consideration the transition between land uses using an appropriate amount of setbacks and buffering.</p>

OP Policy #	Policy	Response
6.5.3.3 - Street Presence	<p>Council will encourage Mixed-Use Corridor development to provide a continuous street frontage and presence. Accordingly, development along a Mixed-Use Corridor shall be:</p> <p>a) no more than four storeys in height, except on lands at an intersection of any combination of the following roads: Class I Arterial Road, Class II Arterial Road, Class I Collector, or Class II Collector Road. The height of buildings shall generally not exceed the width of the road right-of-way abutting the development site; and b) Notwithstanding the identified maximum building height, the Council may consider additional height, where the Council is satisfied that the proposed height achieves compatible development, and where 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. Permissions for taller buildings may be established through a site specific Zoning Bylaw Amendment. c) encouraged</p>	<p>The proposed building will face Wyandotte St E.</p> <p>The proposed height will be 6 storeys as Wyandotte St E is a Class II arterial road.</p> <p>The proposed building is to be located close to the roadway to allow for maximum setback from abutting residential lands to the north of the Site.</p> <p>Parking is to be located at the rear of the proposed building.</p> <p>Access to the Site will be located away from the intersections.</p> <p>The design will address compatibility. It will take into consideration a transition between land uses using an appropriate amount of setbacks and buffering.</p> <p>The final design will be part of SPC approval.</p>

OP Policy #	Policy	Response
	to locate the buildings at the street frontage lot line with parking accommodated at the rear of the Site.	
6.5.3.4 – Infill & Consolidations	Council shall promote the infilling and consolidation of existing Mixed Use Corridors.	<p>The proposed residential building is a form of infill development.</p> <p>The Site is a corner lot.</p> <p>The City's Intensification Guidelines have been reviewed.</p> <p>The final design of the building will be addressed as part of SPC approval.</p>
6.5.3.6 – Location Criteria	Mixed Use Corridor development shall be located where: (a) there is access to Class I or Class II Arterial Roads or Class I Collector Roads; (b) full municipal physical services can be provided; and (c) commercial related traffic can be directed away from residential areas.	<p>Access will only be from Watson Ave and Wyandotte St E.</p> <p>Full municipal services are available, which is the preferred type of servicing.</p>
6.5.3.7 – Evaluation Criteria	At the time of submission, the proponent shall demonstrate to the satisfaction of the Municipality that a proposed commercial development is: (a) feasible having regard to the other provisions of this Plan, provincial legislation, policies and appropriate guidelines and support studies for uses: (i) within or adjacent to any area identified on Schedule C: Development Constraint Areas and described in the Environment chapter of this Plan; (ii) within a site of potential or	<p>This PRR has addressed the provisions of the OP and provincial legislation (Section 5.1.1).</p> <p>There are no development constraint areas. ERCA permits will be obtained.</p> <p>Support studies have been provided to address sewer services.</p> <p>There are no secondary plans that impact the Site.</p>

OP Policy #	Policy	Response
	<p>known contamination; (iii) where traffic generation and distribution is a provincial or municipal concern; and (iv) 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; (e) compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and landscaped areas; and (f) acceptable in terms of the proposal's market impacts on other commercial areas (see Procedures chapter).</p>	<p>The proposed development will include pedestrian connections and landscaping.</p> <p>Amenity space is provided, including private balconies (recessed), outdoor seating areas, ie pickle ball court and an indoor common space.</p> <p>The proposed scale and massing do not cause any negative impact on the enjoyment of abutting properties (ie shadow).</p> <p>The proposed multiple dwelling will provide an appropriate transition between uses, including an appropriate amount of setbacks.</p>
<p>6.5.3.8 – Design Guidelines</p>	<p>The following guidelines shall be considered when evaluating the proposed design of a Mixed Use Corridor development: (a) the ability to achieve the associated policies as outlined in the Urban Design chapter of this Plan; (b) the provision of appropriate landscaping or other buffers to enhance: (i) all parking lots, and outdoor loading and service areas; and (ii) the separation between the use and adjacent sensitive uses, where appropriate; (c) as a general rule, the height of buildings are consistent with the height of buildings which characterize</p>	<p>The design and style of the proposed building will blend well with the scale and massing of the surrounding area.</p> <p>The majority of lands include a mix of commercial and residential uses.</p> <p>The lands to the north will provide a buffer from the proposed development.</p> <p>The building will buffer the existing residential uses from the roadway.</p> <p>The Site will have pedestrian connections from the building</p>

OP Policy #	Policy	Response
	<p>the Mixed Use Corridor. Where Council deems it desirable that higher profile development be permitted in an existing Mixed Corridor, the development should be built at a human scale by utilizing one or both of the following measures: (i) treatment of the lower floors of building(s) to provide continuity; and/or (ii) setting back the upper floors of building(s) from the street to avoid overpowering effects at-grade; (d) where possible, parking is located in the rear of the property to encourage continuous building facades adjacent to the street; (e) 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; and (f) 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.</p>	<p>to the parking area and to the roadway.</p> <p>The building will face Wyandotte St E.</p> <p>There are 2 proposed access point to the Site.</p> <p>Parking will be located at the rear of the Site.</p> <p>Pedestrian connections from the building to the parking area will be marked.</p> <p>The Site offers an opportunity for a new focal point.</p> <p>The proposed development will blend with the existing character of the surrounding area.</p> <p>The building will be located close to the roadway creating an increase in setback from the abutting lands to the north.</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
City of Windsor Intensification Guidelines, June 2022	Mixed Use Corridors are located along Arterial or Collector Roads and are expected to accommodate Low and Medium Profile built forms that include mixed use, retail, office, and residential development.	<p>The City's Intensification Guidelines have been reviewed.</p> <p>The Site is located in a mixed use corridor.</p> <p>The final design of the building is subject to the City of Windsor design guidelines.</p>
3.1 - Transition	<p>Transition can be achieved through the regulations of the Zoning By-law through setbacks and height control. Through transition, the guidelines will consider:</p> <ul style="list-style-type: none"> • Buffering that typically includes fencing and/ or landscape plantings that abut property lines where the transition is most sensitive. • Mitigating issues of overlook/privacy, shadow impacts, and concerns about the visual impact of new buildings that are not the same character as the adjacent neighbourhood. • Applying setbacks, angular plane, or linking the height of buildings with the width of the road right-of-way. 	<p>Transition between uses can be provided with setbacks and buffering.</p> <p>Buffering, including fencing and tree plantings, will be reviewed at the time of SPC approval.</p> <p>The building will be brought close to the road in order to provide additional setback from the abutting residential use to the north.</p>
3.1 - Height	<p>Minimum and maximum building heights vary across the Mixed Use Centres, Nodes and Corridors and are outlined under Section 3.4 of the guidelines and defined in the Zoning By-law. In addressing height, these guidelines seek to:</p> <ul style="list-style-type: none"> • Protect and maintain established stable and mature residential areas. • Ensure buildings form an appropriately scaled and 	<p>The ZBL will regulate the height.</p> <p>Section 3.4 of the guideline can be followed.</p> <p>The abutting residential uses will be protected with buffering and setbacks.</p> <p>The final design will be part of SPC approval.</p>

OP Policy #	Policy	Response
	designed street wall that reinforces the desired character at the street level. • Ensure appropriate height taking into consideration existing and permitted heights; proportional relationships to streets; and, visual and physical impacts on pedestrians and adjacent areas.	
3.1 - Scale and Massing	As in height, the scale and massing of buildings (the size of buildings) must be designed to: • Provide a respectful adjacency to other buildings and open spaces. • Consider how the building fits within its context. • Create a comfortable “human scale” experience along the streetscape and allow for physical and visual permeability.	The final design will be part of SPC approval.
3.2.2 – Mixed Use Corridors	Mixed Use Corridors can accommodate a full range of residential, office, recreational, entertainment cultural, and community uses and facilities over time. Mixed Use Corridors are the connective spines of the City and intensification is envisioned to develop as mixed use and transit supportive.	The Site is located in a mixed use corridor.
	1. Locate Low and Medium Profile forms of development and mixed uses along the Mixed Use Corridors and at gateways to create areas of community focus.	The Site is a corner lot and will create a new focus for the area.
	2. Ensure buildings relate to adjacent streets,	The proposed building will be brought close to the roadway.

OP Policy #	Policy	Response
	particularly at transit stops. Block patterns should be permeable, providing access and frontage among buildings along the Mixed Use Corridors.	
	3. Design parking lots with planting strips and landscaped traffic islands, medians, or bumpouts to break up the expanse of hard surface areas.	The parking area will be located behind the proposed building.
	4. Design buildings to be compatible with, and sensitively integrated with the surrounding land uses and built forms. Ensure appropriate transition to adjacent uses and built forms.	The final design will be part of SPC approval. Transition has been taken into consideration with setbacks and buffering.
3.4 – Building Form Guidelines	Medium Profile Buildings A Medium Profile building is any building generally no greater than six (6) storeys in height. A Medium Profile building can be a landmark, a prominent destination, or a focal point of a community that provides a transition between stable neighbourhoods and High Profile buildings.	The proposed development is considered medium profile. The Site is a corner lot, which will create a landmark.

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 14 attached to the ZBL the Site is currently zoned Commercial District 2.1 (CD2.1) category (see Figure 4 – ZBL).

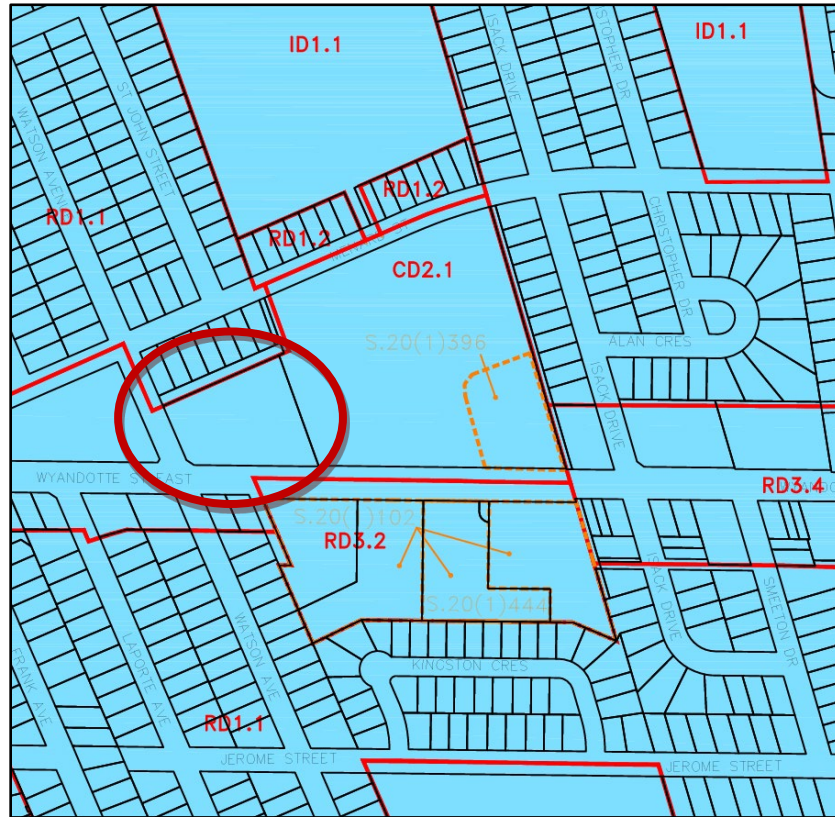


Figure 4 – ZBL

It is proposed to change the zoning to Residential District 3.2 (RD3.2 - S.20(1)(XXX)) category to permit a multiple dwelling.

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

A review of the RD3.2 zone provisions, as set out in Section 12.2.5 of the ZBL is as follows:

Zone Regulations	Required RD3.2 Zone	Proposed	Compliance and/or Relief Requested with Justification
Permitted Uses	Lodging House Multiple Dwelling Religious Residence Residential Care Facility Any of the	one multiple dwelling	Subject to the ZBA. The proposed development is compatible with the existing area.

Zone Regulations	Required RD3.2 Zone	Proposed	Compliance and/or Relief Requested with Justification
	following existing dwellings: Double Duplex Dwelling Duplex Dwelling Semi-Detached Dwelling Single Unit Dwelling Any use accessory to any of the preceding uses		Transition between uses can be provided with setbacks and buffering. The proposed building height will comply. There are similar zones to the south of the Site.
Lot Frontage – minimum	30.0 m	approximately 50.0 m (Watson Ave)	Complies
Lot Area – minimum	For a corner lot having a minimum frontage of 30.0 m on each of the exterior lot lines: a) For the first 5 dwelling units - 540.0 m ² b) For the next 19 dwelling units - 67.0 m ² per unit c) For each additional dwelling unit - 44.0 m ² per unit TOTAL – 4,541.0 m²	7,836.9 m ²	Complies
Lot Coverage – maximum	35.0%	20.7 %	Complies
Main Building Height - maximum	Corner Lot - 24.0 m	21.0 m	Complies
Landscaped Open Space	35.0% of lot area	35.1 %	Complies

Zone Regulations	Required RD3.2 Zone	Proposed	Compliance and/or Relief Requested with Justification
Yard – minimum			
Dwelling Unit Density – dwelling units per hectare – maximum	For a corner lot having a minimum frontage of 30.0 m on each of the exterior lot lines – 188 units per ha	111 units per ha	Complies
Parking Requirements - minimum 24.20.5.1	Multiple Dwelling containing a minimum of 5 Dwelling units - 1.25 for each dwelling unit Total required = 107.5 (107 rounded down)	108	Complies
Visitor Parking – minimum 24.22.1	15 %	15 %	Complies
Barrier Free Parking – minimum 24.24.1.1	26 to 100 – 2% type A and 2% type B = 2 type A and 3 type B (5 in total)	2 type A and 3 type B = 5	Complies
Bicycle Parking Spaces – minimum 24.30.1.1	20 or more - 2 for the first 19 spaces plus 1 for each additional 20 parking spaces = 2+4.45 =6.45 (6 rounded down)	8	Complies
Loading – minimum 24.20.1.5	Over 1,000 m ² to 7,500 m ² - 1	1	Complies

Zone Regulations	Required RD3.2 Zone	Proposed	Compliance and/or Relief Requested with Justification
Parking Area Separation – minimum 25.5.20.1	.2 Any other street – 3.00 m	5.9 m – Watson Ave	Complies
	.3 An interior lot line or alley – 0.90 m	3.0 m – north lot line 4.5 m – east lot line	Complies
	.5 A building wall in which is located a main pedestrian entrance facing the parking area – 2.00 m	5.5 m	Complies
	.6 A building wall containing a habitable room window or containing both a main pedestrian entrance and a habitable room window facing the parking area where the building is located on the same lot as the parking area – 4.50 m	5.5 m	Complies

Therefore, the proposed development will comply with all zone provisions set out in the RD3.2 Zone and no relief is required.

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 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.

The building will be located away from the abutting residential use and the lands to the north will provide additional buffering.

Parking, amenity areas, sidewalks 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.

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

There is similar zoning in the area.

The Site was always intended for development.

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. ERCA permit will be obtained.

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.

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

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

- (a) Include a description of the proposal and the approvals required;*
- (b) Describe the Site's previous development approval history;*
- (c) Describe major physical features or attributes of the Site including current land uses(s) and surrounding land uses, built form and contextual considerations;*

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

Planner's Certificate:

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



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

