

2652184 ONTARIO LTD.

PLANNING JUSTIFICATION REPORT

1110 Tecumseh Road East Redevelopment

Zoning By-law Amendment

November 2024 – 23-6238

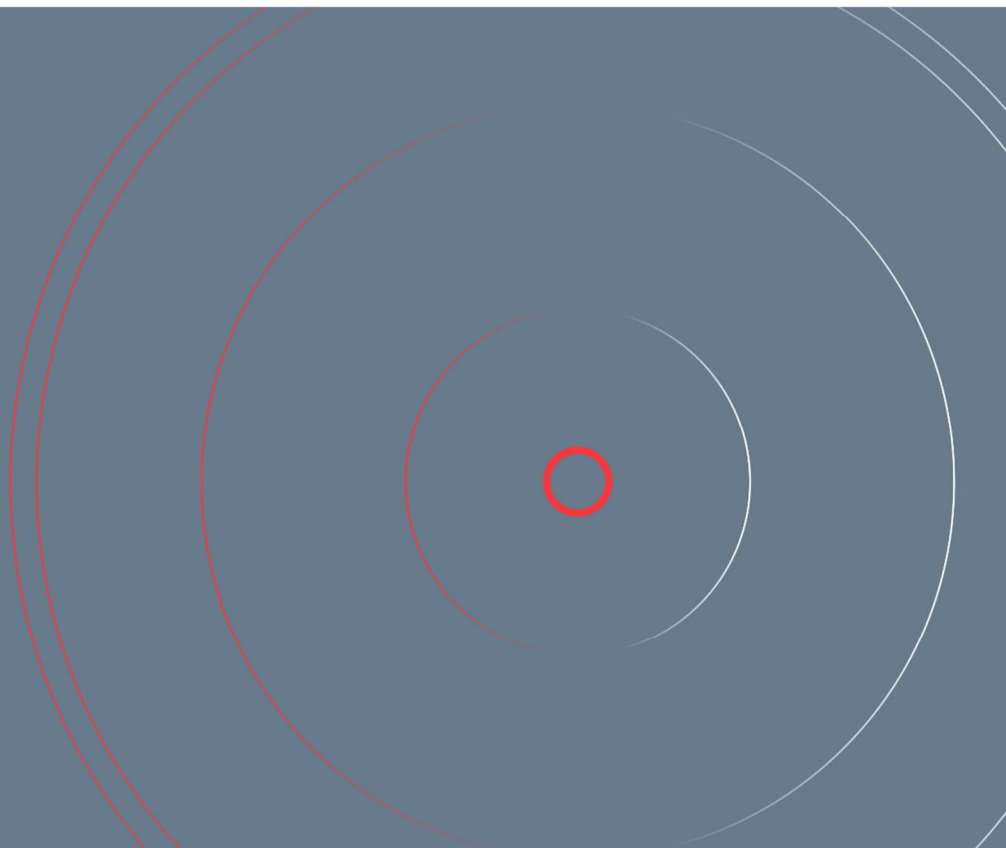


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1.0 INTRODUCTION

1.1 PURPOSE

Dillon Consulting Limited (Dillon) has been retained by 2652184 Ontario Ltd., herein referred to as the ‘Applicant’, to assist in obtaining the necessary planning approvals associated with the proposed multi-unit residential development located at 1110 Tecumseh Road East, south of the Essex Terminal Railway corridor and east of Benjamin Avenue, herein referred to as the ‘Subject Site’. The Subject Site is located on the Traditional Commercial Streets Special Policy Area within the South Walkerville Planning District in the City of Windsor, Ontario (refer to *Figure 1.0 – Location Map*).

Figure 1: Location Map



Source: County of Essex Online Mapping (2023), Prepared by Counterpoint Land Development by Dillon Consulting

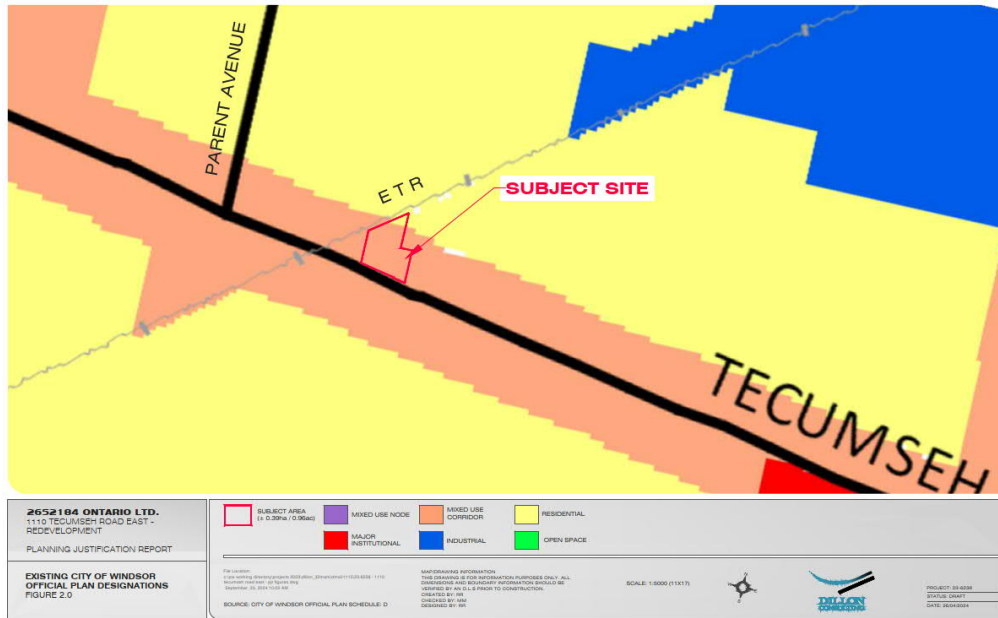
The Subject Site is designated as follows in the City of Windsor Official Plan, and the City of Windsor Zoning By-law 8600:

City of Windsor Official Plan – Schedule D: Land Use

- " Mixed-Use Corridor"

(Refer to *Figure 2.0 - Existing City of Windsor Official Plan Designation*).

Figure 2: Existing City of Windsor Official Plan Designation



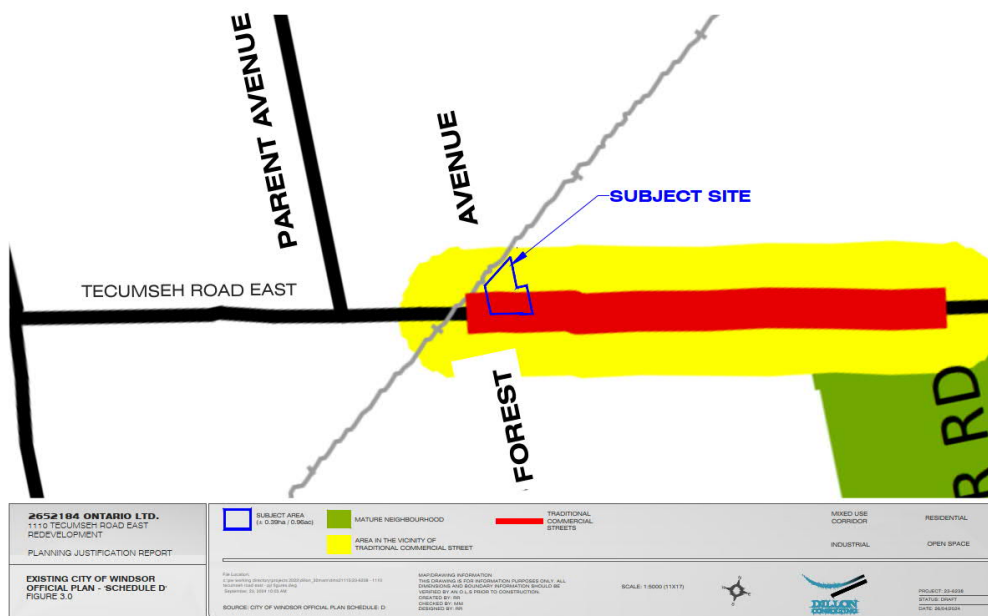
Source: City of Windsor Official Plan Schedule 'D', Prepared by Counterpoint Land Development by Dillon Consulting

City of Windsor Official Plan – Schedule A-1: Special Policy Areas

- Mainstreets – Special Policy Area: “Traditional Commercial Street”

(Refer to Figure 3.0 - Existing City of Windsor Official Plan Special Policy Area Designation).

Figure 3: Existing City of Windsor Official Plan Special Policy Area Designation



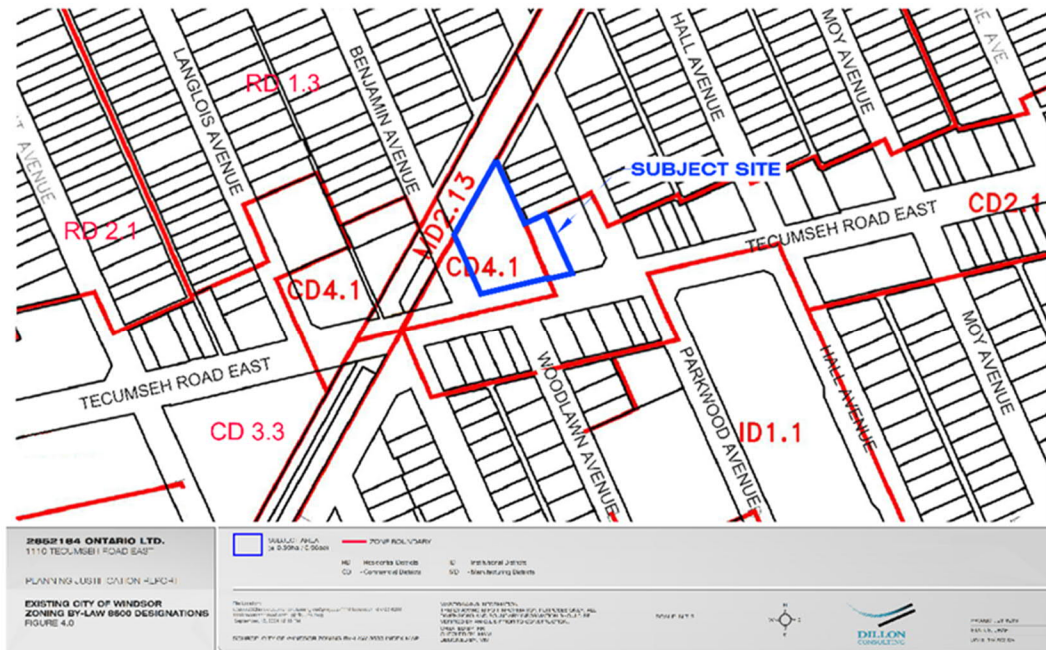
Source: City of Windsor Official Plan Schedule 'D', Prepared by Counterpoint Land Development by Dillon Consulting

City of Windsor Zoning By-law 8600

- General Commercial (CD2.1); and
- Highway Commercial (CD4.1).

(Refer to *Figure 4.0 - Existing City of Windsor Zoning By-law 8600 Designations*).

Figure 4: Existing City of Windsor Zoning By-law 8600 Designation



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

The Subject Site is currently designated as Mixed-Use Corridor in the City of Windsor Official Plan (refer to *Figure 2.0 - Existing City of Windsor Official Plan Designation*). In July 2022, the City of Windsor adopted Official Plan Amendment No. 159 to provide direction and implement policies regarding intensification within the City. Official Plan Amendment No. 159 states that the Tecumseh Road East and Benjamin Avenue intersection is a Mixed-Use Corridor. As per the amended Official Plan policies (Sections 6.3.2.1, 6.5 and 6.5.3.1), medium to high profile residential buildings shall be directed to locate in Mixed Use Corridors, including stand-alone residential buildings of no more than four (4) storeys in height.

The Applicant is requesting that Council approve a site-specific Zoning By-law Amendment to the City of Windsor Zoning By-law 8600 in order to permit the proposed development of one (1), 14.0 metre (4-storey) multiple dwelling building and the associated parking lot.

Following approval of the Zoning By-law Amendment application, an application for Site Plan Control Approval will be required to facilitate the proposed development on the Subject Site which will be submitted separately at the appropriate time.

1.4 PROPOSED APPLICATION

The Subject Site is currently zoned as both General Commercial (CD2.1) and Highway Commercial (CD4.1) in the City of Windsor Zoning By-law 8600 (Refer to *Figure 4.0 - Existing City of Windsor Zoning By-law 8600 Designations*). The current CD2.1 and CD4.1 zone do not permit the proposed residential development. As such, a Zoning By-law Amendment is requested to rezone the Subject Site to a site specific General Commercial (CD2.1) zone with site specific provisions for multiple dwellings with more than 5 dwellings. Relief from the following provisions is requested as part of the Zoning By-law Amendment:

- Addition of “Multiple Dwelling” as a permitted uses;
- A Minimum Lot Area of 3800 m²;
- A Minimum Front Yard Depth of 3m; and
- Relief from Section 25.5.20.6 – Parking area separation from a building wall containing a habitable room window or containing both a main pedestrian entrance and a habitable room window facing the parking area where the building is located on the same lot as the parking area from 4.5 metres to 2.0 metres.

All other zone provisions would remain in accordance with the General Commercial (CD2.1) zone.

The proposed development should be designated as a Class 4 area due to its proximity to existing stationary noise sources. According to the MECP guidelines, a Class 4 designation is appropriate for areas undergoing redevelopment where new sensitive land uses are planned, but the surrounding industrial or commercial operations are lawful and already established. This designation allows for higher noise limits and helps manage compatibility between the proposed residential development and nearby noise sources, such as industrial activities and transportation corridors. The Class 4 classification will enable the developer to meet noise control requirements through specific building construction measures and ensure compliance with the Ontario Ministry of Environment, Conservation and Parks (MECP) standards for noise and vibration.

As demonstrated in Section 3.0 of this report, the intensification of these lands for residential development is in keeping with pertinent local policies, provisions and guidelines of the Provincial Planning Statement (2024), the City of Windsor Official Plan, and the City of Windsor Zoning By-law 8600.

2.0 EXISTING LAND USE

2.1 SUBJECT SITE

The physical attributes of the Subject Site are as follows:

- A total site area of 0.39 hectares (0.96 ac);
- Irregular shape;
- Frontage on Tecumseh Road East and Benjamin Avenue;
- Vacant land;
- Existing railway north of the property line (Essex Terminal Railway);
- Existing trees along the northern, western, and southern property line;
- Transit route located along Tecumseh Road East, with transit stop located in front of the property;
- Sidewalks located on both sides of Tecumseh Road East and Benjamin Avenue; and
- Access to existing municipal services.

2.2 SURROUNDING LAND USE

The surrounding land uses are as shown in *Figure 6.0 - Surrounding Land Uses* and are described as follows:

North

- **Existing Uses:** Essex Terminal Railway, and Low Density Residential (single detached dwellings);
- **Official Plan Designation(s):** Rail Corridors & Rail Yards and Residential; and,
- **Zone(s):** Residential District 1.3 (RD1.3), and Manufacturing District 1.3 (MD1.3).

East

- **Existing Uses:** Low Density Residential (single detached dwellings), and Commercial (Tamimi Remedy's Rx - Pharmacy Medical Clinic, Indian Swaad Restaurant);
- **Official Plan Designation(s):** Residential and Mixed-Use Corridor; and
- **Zone(s):** Residential District 2.1 (RD2.1), and Commercial District 2.1 (CD2.1).

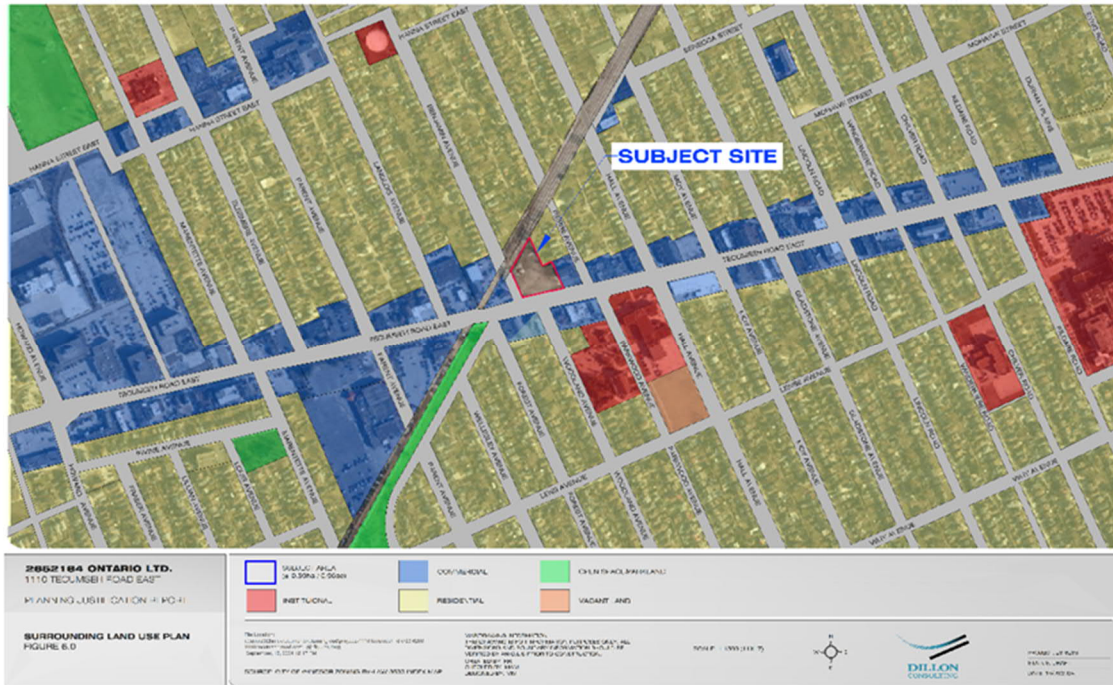
South

- **Existing Uses:** Commercial (McLaren's Photo Lab, Family Dollar Store, Windsor Chrome Furniture, Smoke and Vape Shop), Institutional (John Campbell Public School, St. Michael's Catholic Church), and Low Density Residential;
- **Official Plan Designation(s):** Mixed Use Corridor and Residential; and,
- **Zone(s):** Commercial District 2.1 (CD2.1), Residential District 1.2 (RD1.2), and Institutional District 1.1 (ID1.1).

West

- **Existing Uses:** Commercial (Five Star Oil Change, Heritage Tire Sales, Enterprise Rent-A-Car), and Essex Terminal Railway;
- **Official Plan Designation(s):** Mixed Use Corridor and Rail Corridors & Rail Yards; and,
- **Zones(s):** Commercial District 4.1 (CD4.1), and Manufacturing District 1.3 (MD1.3).

Figure 6: Existing City of Windsor Zoning By-law 8600 Designation



Source: Surrounding Land Use Map, Prepared by Counterpoint Land Development by Dillon Consulting

3.0 PLANNING EVALUATION

To determine the feasibility and appropriateness of the proposed development, a comprehensive evaluation of the potential planning issues and impacts has been undertaken. The scope and level of detail of the planning evaluation has been based on:

- Provincial Planning Statement (2024);
- City of Windsor Official Plan policies and criteria;
- City of Windsor Official Plan - Traditional Commercial Streets (Special Policy Area);
- City of Windsor Zoning By-Law 8600 regulations; and
- Visual inspections of the site and surrounding lands.

Recognizing that overlaps exist between the various policies and criteria in the Official Plan, the approach used attempts to consolidate the relevant policies and criteria to identify and evaluate the compliance and/or potential planning and land use related issues associated with the proposed residential development.

3.1 PROVINCIAL PLANNING STATEMENT

The Provincial Planning Statement (PPS) provides direction on matters of provincial interest related to land use planning and development providing for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environments. The PPS 2024 is issued under section 3 of the Planning Act and is a streamlined province-wide land use planning policy framework that replaces both the PPS 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 while building upon housing-supportive policies from both documents. It requires that all decisions affecting planning matters shall be consistent with the revised PPS. There are a number of sections of the Provincial Planning Statement that apply to the proposed residential development.

Our analysis suggests that the following policies of the Provincial Planning Statement are supportive of the Zoning By-law Amendment application:

- Policy 2.1.4, relating to the provision of a range of and mix of housing options;
- Policy 2.1.6, relating to the achievement of complete communities;
- Policy 2.2.1, relating to housing;
- Policy 2.3.1, relating to general Policies for Settlement Areas;
- Policy 2.4.3.1, relating to frequent transit corridors;
- Policy 2.8.1, relating to employment and supporting a modern economy;
- Policy 2.9.1, relating to energy conservation, air quality and climate change;

- Policy 3.1.2, relating to new infrastructure;
- Policy 3.2, relating to transportation systems;
- Policy 3.3, relating to Transportation and infrastructure corridors;
- Policy 3.5, relating to land use compatibility;
- Policy 3.6, relating to sewage, water and stormwater;
- Policy 3.7, relating to waste management; and
- Policy 6.0, relating to the implementation and interpretation of the PPS policies.

These policies will be referenced throughout the remainder of this report. Our analysis concludes that the proposed development is consistent with the above policies of the Provincial Planning Statement.

3.2 CITY OF WINDSOR OFFICIAL PLAN

The City of Windsor Official Plan sets general directions for the future pattern of development envisioned for the municipality during the planning period. The Official Plan includes general development policies within the Primary Plan – Chapter 6, Section 6.5.3 with respect to new development within a Mixed-Use Corridor. Some of the general objectives of the Mixed-Use Corridor land use designation is as follows:

- To take the form of commercial strips along Arterial and Collector roads within Windsor;
- To provide people-oriented employment and to accommodate higher density/intensity development while maintaining a broad mix of land uses that support investment in transit and the achievement of complete communities.

Recently, the City of Windsor has adopted Official Plan Amendment No. 159 to provide further policy direction in regards to residential intensification and mixed-use development. Official Plan Amendment No. 159 provides the following locational criteria for new Mixed-Use Corridor development:

- There is access to Class I or Class II Arterial Roads or Class I Collector Roads;
- Full municipal physical services can be provided; and
- Commercial related traffic can be directed away from residential areas.

The Subject Site is currently designated as Mixed-Use Corridor within the City of Windsor Official Plan (refer to *Figure 2.0 – Existing City of Windsor Official Plan Designation*). The Mixed-Use Corridor land use designation permits residential uses as stand-alone Medium and High-Profile buildings with heights of four (4)-storeys or more. As such, an Official Plan Amendment is not required to facilitate the proposed development.

Our analysis suggests that the following policies found in the Official Plan are supportive of the Zoning By-law Amendment application:

- Section 3.2, relating to growth and efficient land use;

- Section 3.3.2, relating to corridors;
- Section 4.2.1.1, relating to planning & design;
- Section 6.2.1.3, relating to types of development pattern;
- Section 6.5, relating to commercial land use designation;
- Section 6.5.1.8, relating to residential intensification;
- Section 6.5.3, relating to Mixed Use Corridor land use designation;
- Section 7.1.3, relating to community transportation;
- Section 7.2, relating to transportation systems;
- Section 7.3.1, relating to infrastructure;
- Section 8.3, relating to designing for people;
- Section 8.4.1.1, relating to integrated pedestrian access;
- Section 8.5.2.8, relating to energy conservation;
- Section 8.6.2.3, relating to shadow study;
- Section 8.7.1.1, relating to built form;
- Section 8.11, relating to streetscapes;
- Section 11.2, relating to special policy areas;
- Section 11.6.3, relating to Zoning By-law Amendment Policies; and
- Section 11.7, relating to Site Plan Control.

These policies will be referenced throughout the remainder of this report.

3.3 CITY OF WINDSOR OFFICIAL PLAN VOLUME II, SPECIAL POLICY AREAS

The City of Windsor Official Plan Includes Volume II which contains Special Policy Areas, Secondary Plans and Schedules. The Special Policy Areas are adopted as formal amendments to the Primary Plan and provide more detailed policy direction for selected areas throughout the City. The Subject Site is located within the Traditional Commercial Streets Special Policy Area on Schedule A-1, within the South Walkerville Planning District. Although the Subject Site is not located within a Special Policy Area designation on Schedule A, the Subject Site is subject to the Traditional Commercial Streets policies in the Special Policy Areas Chapter (refer to *Figure 3.0 - Existing City of Windsor Official Plan Special Policy Area Designation*). The Traditional Commercial Streets designation policies regarding “Off-Street Parking Areas in the Vicinity of Traditional Commercial Streets prevail over any other sections of the Primary Official Plan in relation to parking areas.

Our analysis suggests that the policies found in the Official Plan, Volume II are supportive of the Zoning By-law Amendment application.

3.4 CITY OF WINDSOR ZONING BY-LAW 8600

The City of Windsor Zoning By-law 8600 provides specific standards and regulations for all developments within the City. The Zoning By-law implements the policies of the City of Windsor Official Plan by regulating the built form and land uses throughout the Municipality.

The Subject Site is currently zoned as both General Commercial (CD2.1) and Highway Commercial (CD4.1) in the City of Windsor Zoning By-law 8600 (refer to *Figure 4.0 - Existing City of Windsor Zoning By-law 8600 Designations*). The General Commercial (CD2.1) zone and Highway Commercial (CD4.1) zone do not currently permit the proposed multiple dwelling. As such, a Zoning By-law Amendment is proposed to rezone the Subject Site from General Commercial (CD2.1) and Highway Commercial (CD4.1) to a site specific General Commercial (CD2.1) zone with the following site-specific provisions noted in bold, as follows:

Zone Provisions (CD2.1)	Required	Proposed
Permitted Uses	Bakery, Business Office, Child Care Centre, Commercial School, Confectionery, Food Outlet – Drive-Through, Food Outlet – Take-Out, Funeral Establishment, Garden Centre, Gas Bar, Medical Office, Micro-Brewery, Parking Garage, Personal Service Shop, Place of Entertainment and Recreation, Place of Worship, Professional Studio, Public Hall, Public Parking Area, Repair Shop – Light, Restaurant, Restaurant with Drive-Through, Retail Store, Temporary Outdoor Vendor’s Site, Tourist Home, Veterinary Office, Wholesale Store, Existing Automobile Repair Garage, Existing Service Station. Any use accessory to any of the preceding uses.	Bakery, Business Office, Child Care Centre, Commercial School, Confectionery, Food Outlet – Drive-Through, Food Outlet – Take-Out, Funeral Establishment, Garden Centre, Gas Bar, Medical Office, Micro-Brewery, Parking Garage, Personal Service Shop, Place of Entertainment and Recreation, Place of Worship, Professional Studio, Public Hall, Public Parking Area, Repair Shop – Light, Restaurant, Restaurant with Drive-Through, Retail Store, Temporary Outdoor Vendor’s Site, Tourist Home, Veterinary Office, Wholesale Store, Existing Automobile Repair Garage, Existing Service Station, and Multiple Dwelling (with 5 or more dwelling units). Any use accessory to any of the preceding uses.
Prohibited Uses	An Outdoor Storage Yard is prohibited, save and except, in combination with the following main uses: Garden Centre, Temporary Outdoor Vendor’s Site, Existing Automobile Repair Garage.	An Outdoor Storage Yard is prohibited, save and except, in combination with the following main uses: Garden Centre, Temporary Outdoor Vendor’s Site, Existing Automobile Repair Garage.
Provisions	Building Height – maximum 14.0 m Gross Floor Area – maximum Bakery or Confectionery – 550.0 m ²	Building Height – maximum 14.0 m Gross Floor Area – maximum Bakery or Confectionery – 550.0 m ²

Zone Provisions (CD2.1)	Required	Proposed
	A Temporary Outdoor Vendor's Site is prohibited in a Business Improvement Area.	A Temporary Outdoor Vendor's Site is prohibited in a Business Improvement Area.

The new permitted uses of "Multiple Dwelling" will meet the following site specific zone provisions similar to those of the Residential District 2.5 (RD2.5) zone. The proposed site-specific reliefs are noted in bold, as follows:

Zone Provisions (RD2.5)	Required	Proposed
Minimum Lot Frontage (Lot Width – minimum)	20.0 m	43.6 m
Minimum Lot Area – per dwelling unit – minimum	166.0 m ² per unit (166.0 m ² x 36 DU) = 5,976 m ²	3800 m ²
Maximum Lot Coverage	50.0%	23.75%
Minimum/Maximum Main Building Height	7.0 m / 14.0 m	14.0 m
Minimum/Maximum Front Yard Depth	6.0 m / 7.0 m	3.0 m (Benjamin Avenue)
Minimum Rear Yard Depth	7.50 m	11.3 m (East)
Minimum Side Yard Width	1.20 m	3.0 m (South) 18.7 m (North)
S. 5.15.5 – Corner Lot (Minimum Separation)	6.0 m	3.0 m (southwest corner)
S.25.5.20.1.6 – Parking area separation from a building wall containing a habitable room window or containing both a main pedestrian entrance and a habitable room window facing the parking area where the building is located on the same lot as the parking area	4.50 m	2.0 m

The proposed development complies with the requirements of the above noted provisions. The requested site-specific Zoning By-law Amendment provides an opportunity for residential intensification and growth in a strategic location within the City of Windsor. The proposed site specific General Commercial (CD2.1) zone

would facilitate the Subject Site to develop with a desirable built form with higher intensification density while complying with the general intent of the City of Windsor Zoning By-law 8600.

The proposed site specific CD2.1 zone will permit the proposed multiple dwellings as well as providing the Subject Site with the appropriate lot width, lot area, building height, and building setbacks to support the development. Overall, the proposed site-specific provisions are in keeping with the general intent of the CD2.1 zone and, with regard to the multiple dwellings provisions in the RD2.5 zone.

The proposed relief in minimum lot area from 5,976 m² to 3,800 m² will facilitate the introduction of a new form of residential units in the neighbourhood. This will allow the ability to provide a range and mix of housing options to the existing and future residents of the area. The development supports needed residential dwelling units to the area and will support intensification to the South Walkerville Planning District.

The proposed relief in minimum front yard depth from 6.0m to 3.0m allows for the creation of a more pedestrian-friendly environment, promote active street frontages, and encourage walkability. It also helps define the street edge more clearly and create a more urban and cohesive streetscape. The proposed development will define the corner visually and create a stronger street presence, which can improve safety through natural surveillance (eyes on the street) and reinforce urban design goals to enhance walkability and active transportation modes. Additionally, it helps accommodate more building footprint without significantly compromising safety or aesthetics.

The reduction in parking lot separation from 4.5m to 2.0m can be justified by prioritizing efficient land use, especially in urban areas with space constraints. This reduction allows for more optimal use of the available site area, enabling the development to provide adequate parking without unnecessarily consuming valuable land that could be used for landscaping or other amenities. Furthermore, the reduced separation is mitigated by thoughtful site design, ensuring that pedestrian pathways, landscaping, and building orientation maintain safety and comfort for residents and visitors. In an urban context, this flexibility in separation distances supports a more compact, sustainable development while still addressing functional and aesthetic considerations. The reduced parking setback also aligns with urban planning goals of minimizing the visual impact of parking areas, integrating them seamlessly into the overall design without compromising the active frontage and pedestrian-friendly environment.

The above noted policies will be referenced throughout the remainder of this report.

3.5 PLANNING ANALYSIS AND CONSIDERATIONS

Municipalities in Ontario are required under Section 3 of the Planning Act to ensure that planning matters and decisions are consistent with the Provincial Planning Statement (PPS). The Provincial Planning Statement includes policies designed to build strong and healthy communities and are intended to direct efficient and resilient development and land use patterns. According to the Provincial Planning Statement, healthy, liveable and safe communities are sustained by: promoting efficient development and land use pattern, accommodating a range and mix of housing, avoiding development and land use patterns which cause environmental or public health and safety concerns, and promoting cost effective development patterns to minimize land consumption and servicing costs.

The proposed residential development will support the future growth of the community and provide a greater diversity of housing and built form in the area. The proposed development is compatible with the surrounding land uses and provides an opportunity for the use of underutilized vacant land, within an already built-up area, in a manner that is supportive of good land use principles. The development is in keeping with the Provincial Planning Statement and Official Plan policies which support accommodating communities with a mix of residential development. As a result, the development encourages higher density medium to high profile residential uses as either stand-alone buildings or part of a commercial-residential mixed-use development (OP, 3.2, 4.2.3.4, and 6.5.3).

3.5.1 Location

The Subject Site fronts on Tecumseh Road East, south of the Essex Terminal Railway corridor and east of Benjamin Avenue along within the Traditional Commercial Streets Special Policy Area in the City of Windsor, Ontario (refer to *Figure 1.0 – Location Map*). The area is located within a settlement, which are areas that are intended to be the focus of growth and development (PPS, 2.3.1). Settlement areas are directed to be developed based on a range of land uses with opportunities for intensification and redevelopment. Intensification and redevelopment are supported by transit-supportive developments which accommodate a significant supply and range of housing options, and should be considered where the availability of infrastructure and public service facilities exist or are planned to accommodate projected needs (PPS, 2.3.1.1). The proposed development promotes a land use pattern with increased density, introducing a range and mix of residential uses (multi-unit housing) to the area and encouraging transit-supportive development, intensification and infrastructure planning that minimizes land consumption and servicing costs (PPS, 2.3.1.2).

The location of the proposed development is appropriate based on the locational criteria for new Mixed-Use Corridors as outlined in the Official Plan. The proposed Mixed-Use Corridors development will be located where there is access to a Class I or a Class II Arterial Roads (Tecumseh Road East), full municipal physical services can be provided, and commercial related traffic can be directed away from residential areas (OP, 6.5.3.6).

There are full municipal services available or planned to support the proposed development. The Subject Site is located along Tecumseh Road East (Class II Arterial Road) and Benjamin Avenue (Local Residential) as classified on City of Windsor Interactive Mapping. There is an existing transit route (Bus Stop ID - 1112) operating along the section of Tecumseh Road East where the Subject Site has frontage. Nearby, there are a number of institutional and community services available including John Campbell Public School, Sundowners Day Care & Resource Centre, St. Michael's Catholic Church and Windsor Regional Hospital - Metropolitan Campus.

The proposed development provides an opportunity to supply a mix of housing options and density to the area in an effort to meet the projected requirements of current and future residents (PPS, 2.1.4). The introduction of Medium Profile development will attract new residents to the area and encourages existing residents to remain in their neighbourhood as they age given the mix of housing available, which could ultimately enhance the health and liveability of the neighbourhood over the long term (OP, 4.2.1.5). Throughout the surrounding area, there is a minimal range of housing options including single-detached, duplex, and semi-detached. The proposed development will facilitate the social, health, economic and well-

being requirements of current and future residents by increasing residential intensification through the introduction of a medium density housing option (PPS, 2.1.4 & 2.3.1.1).

The proposed development encourages an efficient land use pattern and density that will minimize the length and number of vehicle trips as well as support current and future transit and active transportation (PPS, 2.1.3.2 & 3.1.2). The Subject Site is located on a bus route that operates along Tecumseh Road East which will provide future residents with connections to other areas of the City. The existing transit route will allow residents have access to a variety of institutional, retail and personal services to meet the day to day needs of residents along the bus route.

There are existing sidewalks available along both Tecumseh Road East and Benjamin Avenue, providing residents with integrated, safe and accessible locations for active transportation opportunities (OP, 8.4.1.1 & 4.2.1.2). The South Walkerville Planning District has been identified as an area of moderate active transportation potential in the Active Transportation Master Plan (City of Windsor, 2019). The proposed development would not only have accessible sidewalks on either side of Tecumseh Road East and Benjamin Avenue but would also meet the design criteria for new development along Mixed-Use Corridors. The proposed development meets the measures taken to ensure ease of access for pedestrians between the public sidewalk and building main entrance in a manner which is distinguishable from access provided for vehicles (OP, 6.5.3.8). Furthermore, the proposed development is keeping with the City's desire to promote development patterns that support the increase in walking, cycling and public transportation (OP 7.1.3, 7.2.1.13, 7.2.2.5, & 7.2.3.1).

The proposed development is located along Tecumseh Road East, with vehicular access to the site via Benjamin Avenue. Tecumseh Road East is classified as a Class II Arterial Road and Benjamin Avenue is classified as a Local Residential Road. Medium and high-density residential developments are permitted within the Mixed-Use Corridor land use designation and are to be located throughout arterial corridors (OP, 6.5.3.1 & 7.2.6.18 (c)). Tecumseh Road East is also classified as a City Corridor, as identified in the Official Plan – Schedule J: Urban Structure Plan. City Corridors may support higher density residential opportunities and are intended to promote the relationship between transit, pedestrians, and corridor intensification (OP, 3.3.2.1).

The proposed residential development is consistent with and meets all of the City of Windsor's locational criteria as the site has access to a Class II Arterial Road, full municipal physical services can be provided, and commercial related traffic could be directed away from residential areas since the proposal is for only a residential use where access will be provided from Benjamin Avenue (OP, 6.5.3.6).

3.5.2 Land Use

The Subject Site is located on lands designated "Mixed Use Corridor" in the Official Plan (OP, 6.5.3) which permit uses such as retail, wholesale store, service-oriented uses, office uses, and Medium and High-Profile residential uses either as stand-alone buildings or part of a commercial-residential mixed use building (OP, 6.5.3.1). The proposed residential development is planned for a maximum height of 14.0 metres or four (4)-storeys and therefore is permitted within the Medium Profile use.

The Subject Site is also located within the Traditional Commercial Streets Policy Area on Schedule A-1 and is designated as an Area in the Vicinity of Traditional Commercial Street. It is important to note that the

Subject Site is subject to specific policies that have regard for Off-Street Parking Areas in the Vicinity of Traditional Commercial Streets (Volume II of the Official Plan). The proposed development ensures off-street parking is located behind the building, preserving the continuous façade along the Traditional Commercial Street. This aligns with the goal to enhance walkability, maintain urban character, and create a vibrant streetscape. By placing parking at the rear, the development avoids surface parking along the street, and reinforces the pedestrian-friendly environment. Additionally, vehicle access is provided from Benjamin Avenue, not the main street, to avoid disrupting pedestrian flow and street continuity. The parking area will be screened as, reducing its visual impact while ensuring safety.

The surrounding land uses are compatible with the proposed land use and do not present any potential adverse effects from odour, noise and other contaminants, as further demonstrated in the Noise and Vibration Study detailed in Section 3.6.1 of this report (PPS, 3.5.1). The results of the Noise and Vibration Assessment confirmed that the noise impacts on the proposed development can be sufficiently mitigated and the noise impacts from the surrounding commercial properties will not exceed MECP requirements. In terms of vibration, no vibration mitigation measures are deemed necessary to meet the applicable criterion.

The proposed development should be designated as a Class 4 area due to its proximity to existing stationary noise sources. According to the MECP guidelines, a Class 4 designation is appropriate for areas undergoing redevelopment where new sensitive land uses are planned, but the surrounding industrial or commercial operations are lawful and already established. This designation allows for higher noise limits and helps manage compatibility between the proposed residential development and nearby noise sources, such as industrial activities and transportation corridors. The Class 4 classification will enable the developer to meet noise control requirements through specific building construction measures and ensure compliance with the Ontario Ministry of Environment, Conservation and Parks (MECP) standards for noise and vibration.

The Official Plan includes policies directed towards supporting the projected growth of the municipality through efficient land use management strategies that promote a good pattern of development (OP, 3.2). The proposed development represents a compact pattern of development that will provide additional housing stock to the area to meet the projected needs over the long term. Within settlement areas, sufficient land to accommodate the projected needs is to be made available through intensification and redevelopment (PPS, 2.1.6, 2.2.1, 2.3.1.2 & 2.4.3.1). The proposed Zoning By-law Amendment to rezone the Subject Site from Highway Commercial (CD4.1) and General Commercial (CD2.1) to a site specific General Commercial (CD2.1) zone conforms to the policies of Windsor's Official Plan (OP, 11.6.3.1). It ensures compatibility between land uses by regulating development through appropriate zoning. This amendment supports the orderly and compatible development, enhancing the urban fabric and facilitating mixed-use growth as well as it ensures that the site better fits its surroundings while promoting sustainable and efficient development. The proposed change ensures that the site better fits its surroundings while promoting sustainable and efficient development.

The Official Plan defines a neighbourhood development pattern as a neighbourhood which exhibits a characteristic lotting and/or development profile (OP, 6.2.1.3). The proposed development meets the evaluation criteria for a Mixed-Use Corridor development pattern as it is feasible, in keeping with the goals, objectives and policies of any secondary plan or guideline plan affecting the surrounding area; is capable of being provided with full municipal physical services and emergency services; provides adequate off-street parking; and is compatible with the surrounding area (OP, 6.5.3.7).

The Subject Site is currently an underutilized parcel of land that is well suited to introduce an alternative higher density housing option that will ensure people have an opportunity to live in their neighbourhoods as they age (OP, 3.2.1.2). Within an approximately 2.0km radius, there are community facilities including schools, churches, recreational facilities, commercial amenities, and a hospital which will service the day-to-day needs of future residents.

The proposed development promotes efficient land use by focusing growth in strategic settlement areas and optimizing existing and planned infrastructure, thereby achieving cost-effective development (PPS, 2.3.1.1 & 2.3.1.2). It encourages intensification and redevelopment of underutilized lands, which minimizes land consumption and supports sustainable urban growth (PPS, 2.3.1.3). Developments that promote higher densities, efficiently using land, resources, and public services, while supporting active transportation and transit, are encouraged, aligning with the proposed development's approach on the Subject Site (PPS, 2.2.1). The development is consistent with land use designations in the Official Plan and integrates planning with infrastructure and transportation systems (PPS, 6.1.5 & 6.2.1).

3.5.3 Housing

The Provincial Planning Statement speaks to providing an appropriate range and mix of housing options to meet the needs of current and future residents, including affordable and diverse housing types that support social, health, and economic well-being (PPS, 2.2.1). The proposed residential development will contribute to diversifying the housing stock in the surrounding area which primarily consists of single-detached, duplex, and semi-detached dwellings. As an additional form of housing in this area of Windsor, the proposed development will accommodate the appropriate range and mix of housing. Additionally, the proposed development will promote a healthy quality of life and a sense of community for residents, which may suit and adapt to their changing needs (OP, 4.2.3.4 & 4.2.4.3). Encouraging a range of mix of housing types will provide residents with an opportunity to live in their neighbourhoods through the various stages of their lives (OP, 3.2.1.2).

The proposed residential development includes residential intensification which provides additional housing options which may meet the social, health, economic and well-being requirements of current and future residents (PPS, 2.3.1.3). Moreover, the proposed development also directs new housing stock towards appropriate levels of infrastructure and public service facilities that are available to support the current and projected needs of residents (PPS, 2.1.4).

The proposed development efficiently uses land, resources, infrastructure and public services while supporting alternative transportation methods (PPS, 1.4.3 (d)). Public spaces, recreation, parks, trails and open spaces contribute to a healthy and sustainable community. The proposed development will foster the planning of sidewalk connections that are safe, meet the needs of pedestrians, foster social interaction, and encourage active transportation and connectivity to the surrounding community (PPS, 2.2.1, 2.1.4 & 3.3).

3.5.4 Transportation System

The Provincial Planning Statement encourages development that fosters a compact land use pattern, reducing the length and frequency of vehicle trips and promoting alternative transportation modes. This approach supports a multimodal transportation system that prioritizes active transportation, decreases car dependency, and enhances energy efficiency and sustainability (PPS, 3.2.1). The Subject Site is located along

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

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

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

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

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

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

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

3.5.5 Infrastructure

The proposed development aligns with the PPS and Official Plan (OP) infrastructure policies by optimizing the use of existing infrastructure and public service facilities, minimizing the need for new investments, and promoting cost-effective growth (PPS, 3.1.2 & OP 7.3.1.3). It ensures that sewage, water, and stormwater services are sustainable, comply with all regulatory requirements, and protect human health, safety, and the natural environment, supporting efficient land use and development (PPS, 3.6.1, 3.6.2 & OP 7.3.2.3). The development incorporates sustainable stormwater management practices, such as low impact development and green infrastructure, effectively managing water resources and mitigating risks to property and the environment (PPS, 3.6.8). The proposed residential development is strategically located where appropriate levels of infrastructure, including sanitary and storm sewer systems are available to support current and projected needs, ensuring a coordinated, efficient, and cost-effective approach to servicing (OP 7.3.1.1). It also considers the preservation and co-location of infrastructure corridors, ensuring compatibility with existing and future transportation and utility networks, and supports integrated planning efforts (PPS, 3.3.1 & 3.3.5).

Additionally, the development is adjacent to an existing transportation corridor and main street, fostering a mix of commercial and residential uses and promoting pedestrian activity and movement along the streetscape (OP 8.11.2.10). It aligns with long-term transportation planning by avoiding any negative impacts on existing corridors, as detailed in the Noise and Vibration Study (Section 3.6). The multimodal transportation network, including public transit and active transportation facilities, ensures functional connectivity within the neighborhood, providing accessible, affordable, and sustainable transportation options for future residents (OP 8.4.1.1, 7.1.3 & 7.2.1.4). By integrating land use and infrastructure planning, the development contributes to a comprehensive approach to municipal growth and resilience (PPS, 6.2.1).

3.5.6 Urban Design

The proposed development aligns with PPS urban design policies by creating complete communities that mix land uses, housing, and transportation, enhancing quality of life and social equity (PPS, 2.1.6). It focuses growth within settlement areas and near transit corridors, promoting a compact, pedestrian-friendly environment that reduces car use (PPS, 2.3.1.1 & 2.4.3.1). The design respects existing urban forms, optimizes underutilized land, and maximizes existing infrastructure for sustainable growth (PPS, 2.3.1.2). It integrates well with surrounding land uses, introducing a range and mix of housing options and densities to meet the needs of current and future residents, thereby positively influencing the neighborhood's character. It aligns with coordinated land use and transportation planning, ensuring compatibility with the urban context and preserving public spaces (PPS, 6.1.5 & 6.2.1). The development also emphasizes high-quality design that enhances public spaces, fosters community interaction, and supports walkability.

The residential development shall be designed in a manner that encourages the infilling and consolidation of existing Mixed-Use Corridors. The development shall be designed following provisions of appropriate landscaping buffers, consistent building heights, parking at the rear to promote building facades adjacent to the street, and ease of access of pedestrians between the public sidewalk and building main entrance (OP, 6.5.3.4 & OP, 6.5.3.8 (b)(c)(d)(e)). The proposed development is intended to achieve a complementary design relationship between the existing low density and medium density-built forms in the surrounding

area. The proposed medium profile development ensures an incremental transition in building height and massing to achieve a varied development pattern that supports the urban experience (OP, 8.7.1.1, OP, 8.7.1.2, & OP, 8.7.2.4).

The Subject Site is located along Tecumseh Road East, which is considered a City Corridor, as per Schedule J - Urban Structure Plan in the City of Windsor Official Plan. Higher density land uses, such as the proposed development are encouraged along City Corridors (OP, 3.3.2.1). Residential development along City Corridors may include medium profile developments of between 14 to 26 metres in height (OP, 3.3.2.1). Therefore, the proposed development is in keeping with similar heights along other City Corridors and enhances the development pattern and character of their surroundings (OP, 3.2.1.4).

The design of the proposed development will provide pedestrian links with alternative transportation facilities and public transit services, and will encourage attractive residential streetscapes through architectural design that considers pedestrian scale amenities (OP, 8.7.2.1 (b)(d)). Through the Site Plan Control process the proposed medium profile development will consider massing, architectural proportion, amenity spaces, and exterior building appearance to ensure that it is designed to the complementary satisfaction of the existing development pattern of the area (OP, 8.7.2.3).

The proposed development considers architectural elements to achieve maximum user conform in the design of new development, to foster development that provides pedestrian scale, and to foster a sense of place within Windsor and its neighbourhoods (OP, 8.3.1.1, OP, 8.3.1.2 & OP, 8.3.1.3). The surface parking area may be permitted to the rear of the proposed building of the Subject Site as long as the parking area is further from the Traditional Commercial Street than the rear wall of the building (OP, Vol. II, 1.39.9). The proposed development will provide adequate off-street parking facilities and have vehicle access only provided from Benjamin Avenue (Local Residential Road) to ensure appropriate pedestrian circulation (OP, 7.2.1.9 & OP Vol. II, 1.39.11.1). Integrated design strategies will be incorporated to ensure that barrier-free, convenient, and direct pedestrian routes are available within the Subject Site and connecting to existing pedestrian networks (OP, 8.4.1.1). To be determined through Site Plan Control process, partial screening of the surface parking lot may be provided to maintain an attractive streetscape and will be considered at the Site Plan Control stage (OP, 8.11.2.19).

3.5.6.1 Windsor Intensification Guidelines

The City of Windsor has developed guidelines to ensure consistent design standards for developments in intensification areas. Section 3.0 – Mixed Use Centres, Nodes, and Corridors applies to the proposed development, as it is located along Tecumseh Road East, a designated Mixed Use Corridor. These corridors are intended to support higher-density residential development without causing undue adverse impacts on surrounding low-density neighbourhoods. The proposed development is anticipated to have no negative impacts on the surrounding land uses as demonstrated in Section 3.6 – Background Studies (3.2.1).

The proposed development is buffered from nearby low-profile areas by adjacent commercial uses to the east, south, and west, and by the Essex Terminal Railway to the north. The proposed multiple dwelling building has frontage along Tecumseh Road East and maintains a strong visual and physical presence along the corridor. The proposed front yard setback is compatible with the existing setbacks found long the corridor. The development integrates smoothly with the existing character of Tecumseh Road East while minimizing impacts on neighboring low-density areas (3.3.1).

The development provides convenient access to public transit due to its proximity to an existing transit stop. Access to the site is from Benjamin Avenue, reducing impacts on the corridor itself. The parking area is located out of public view, with plans for additional screening features to be incorporated in the final site design, further enhancing the development's compatibility with its surroundings (3.3.2).

3.5.7 Site Plan Control

The proposed development of the Subject Site will require Site Plan Control Approval (OP, 6.5.3.9). The application for Site Plan Control Approval will be filed following the approval of the Zoning By-law Amendment (OP, 11.7). Design guidelines will be adhered to and thoroughly reviewed during the Site Plan Control process.

3.5.8 Economic Prosperity

The proposed residential development represents an opportunity for economic prosperity by promoting a mix of residential and commercial uses within a neighbourhood that support local economic activity, provide new residential units, and attract investment, contributing to a diverse and resilient economy (PPS, 2.8.1.1). It represents a strategic real estate investment that responds to changing market needs and supports long-term economic prosperity by optimizing underutilized lands and existing infrastructure in a cost-effective manner, enhancing the success of the neighborhood and community investment readiness (PPS, 2.3.1.3, OP 4.2.4.3).

By enhancing the vitality of the Tecumseh Road East Mainstreet, the development stimulates economic growth and improves community appeal. The proposal encourages higher-density housing options that adapt to the evolving needs of current and future residents, ensuring sustainable and orderly development in Windsor (OP 4.2.4.3). Situated near a multimodal transportation network, the development benefits from efficient, cost-effective, and reliable transportation systems that shorten trips and provide better access to job opportunities, fostering economic connectivity and mobility within the city (PPS, 3.3.1 & 6.2.1). This integrated approach supports both community development and long-term economic stability. Further, the proposed residential development will promote an opportunity for people to live in proximity to a mix of land uses, and an interconnected multimodal transportation system, which will provide shorter trips and better access to job opportunities within the City of Windsor.

3.5.9 Energy Conservation, Air Quality and Climate Change

The proposed development supports energy conservation and efficiency by utilizing a compact form of development, promoting the use of active transportation, supporting the use of transit, and promoting design and orientation with maximizing energy efficiency (PPS, 2.9.1 & 2.2.1). It utilizes sustainable practices like green infrastructure, low impact development, and optimized stormwater management to protect air quality and manage resources effectively (PPS, 3.6.8). By making efficient use of existing infrastructure, it reduces energy consumption and supports cost-effective, climate-resilient growth (PPS, 3.1.2 & 2.9.1). The development also integrates active transportation and public transit options, further contributing to a sustainable urban environment (PPS, 3.2.1).

Policies relating to energy conservation within the City of Windsor include encouraging development which utilize energy efficient designs and materials, are compact and clustered with compatible uses at densities

which make transit service a viable investment, utilize landscaping elements to reduce heating and cooling effects, and support a sustainable, effective and efficient transportation system (OP, 8.5.2.8 (a)(b)(c)(e)).

3.6 BACKGROUND STUDIES

As identified through the Pre-Submission response from the City of Windsor, a number supporting background studies were identified as required for the Zoning By-law Amendment. Key findings of the required studies are summarized in the following sections.

3.6.1 Public information Centre (PIC)

A Public Information Centre was held on Tuesday, April 30th, 2024, from 5:30pm – 7:00pm in the DaVinci Hall of the Giovanni Caboto Club (2175 Parent Ave.). Feedback focused on a few key areas, including the need for rental units, concerns about site access and traffic management, privacy measures, and effective garbage disposal. These concerns were addressed by reviewing the infrastructure requirements, location of driveways for safe access, strategic landscaping for privacy, and dedicated facilities for waste management. Additionally, the Essex Terminal Railway (ETR) raised concerns about the proximity to their rail line, requesting noise and vibration studies and specific mitigation measures, all of which will be implemented and monitored in collaboration with ETR.

Based on a review of the planning policy framework and supplementary technical reports, the proposed development is considered appropriate for the site and consistent with good planning principles. The proposed development conforms with the general intent of the City of Windsor Official Plan as it promotes a compact form and provides a mix of housing types which will diversify the housing options currently available in the area.

3.6.2 Noise and Vibration Assessment

A Noise and Vibration Assessment was completed by Dillon Consulting Limited, dated September 2024, to assess noise and vibration impacts from nearby transportation sources and stationary sources (i.e., nearby industrial operations) on the proposed development as well as vibration impacts from the nearby railway on the proposed development. This report has been provided under separate cover.

The results of the transportation noise assessment confirm that the noise impacts on the proposed development can be sufficiently controlled by:

- Upgraded glazing;
- Brick veneer or acoustical equivalent (STC 54) façade construction;
- Installation of central air conditioning and Type D warning clause for residential units with south and west facades; and
- Provision for the installation of central air conditioning with a Type C warning clause for residential units with north and east façades.

Transportation noise impacts on the west façade were assessed, and a potential solution is to eliminate windows or sensitive uses on that side. This measure would negate the need for upgraded glazing and a Type D warning clause for the west façade.

The noise impacts from surrounding commercial and industrial properties on the development were assessed through modelling of stationary sources in Cadna/A using ISO:9613 standards. Based on the acoustic analysis, the stationary noise impacts on the Proposed Development can be sufficiently controlled by:

- Dedicating the west façade of the Proposed Development to a blank façade or spaces that are not noise sensitive; or further investigation of source-based mitigation options for Five Star Oil Change.
- Seeking a Class 4 designation approval from the land use planning authority for the Proposed Development; and
- Applying Type E and Type F warning clauses to the Proposed Development.

The maximum measured vertical ground-borne vibration level was below the 0.14 mm/s RMS FCM/RAC criterion based on monitoring of the peak particle velocity during six train passbys. As such, no vibration mitigation measures are deemed necessary to meet the applicable criterion.

It is recommended that a railway warning clause regarding the potential for noise and vibration impacts be applied to all sensitive receptor locations within 300 metres of their right-of-way.

3.6.3 Record of Site Condition

A Record of Site Condition was completed by the previous owners to clear the lands for future development. To support the proposed residential development, the previously completed Record of Site Condition is being updated to meet the residential requirement standards.

3.6.4 Sanitary Sewer Study

In reference to the correspondence from Juan Paramo, P.Eng., Development Engineer at the City of Windsor, dated May 3rd, 2024, it is stated that a sanitary sewer study will not be required for the proposed development at 1110 Tecumseh Road East as it is serviced by the sanitary trunk sewer on Tecumseh Road East. However, should the site be serviced by the combined sewer, a capacity assessment will be necessary to confirm adequate servicing capacity.

4.0 CONCLUSIONS

After reviewing relevant policies and guidelines, it is my professional opinion that the proposed four (4)-storey (14.0m), thirty-six (36) unit residential development is consistent with the intent of the Provincial Planning Statement and the City of Windsor's Official Plan by providing residential infill in a quality, compact form within an already established mixed use area close to major public facilities and resources. The proposed development will efficiently use existing services, provide an alternative form of housing to the area, and provide opportunities for an aging population to remain in their community within an area envisioned to accommodate a mix of compatible uses. Based on an extensive review of the technical planning and policy related issues, the proposed residential development is appropriate for the site and consistent with good planning principles.

In reviewing the Official Plan, the proposed development meets the intent of the plan and satisfies the development evaluation to warrant an amendment to the Zoning By-law to permit the proposed multi-unit dwelling and site-specific zoning provisions to permit the development of the subject site. It will be consistent with the existing surrounding land uses and take advantage of infrastructure and community facilities which are already present to serve the existing residential development in the surrounding neighbourhood.

Based on the need for new housing in the City of Windsor and the limited amount of vacant land present for infill development, it is my professional opinion that the proposed development is a suitable use of the land consistent with the specific goals of the City of Windsor. The proposed development introduces the potential for mid-rise residential units to the area, providing an opportunity for the potential of affordable or attainable housing.

To facilitate the proposed development, a Zoning By-law Amendment is required to rezone the Subject Site from Highway Commercial (CD4.1) and General Commercial (CD2.1) to a site specific General Commercial (CD2.1) zone with the following site-specific provisions:

- Addition of "Multiple Dwelling" as a permitted uses;
- A Minimum Lot Area of 3800 m²;
- A Minimum Front Yard Depth of 3.0 metres; and
- Relief from Section 25.5.20.6 – Parking area separation from a building wall containing a habitable room window or containing both a main pedestrian entrance and a habitable room window facing the parking area where the building is located on the same lot as the parking area from 4.5 metres to 2.0 metres.

It is my professional opinion that the proposed application to amend the Zoning By-Law to permit the proposed residential use be supported for the following reasons:

1. The proposed use is consistent with the Provincial Planning Statement specifically policies regarding Settlement Areas, Intensification and Redevelopment and Housing;
2. The proposed use is consistent with Mixed-Use policies in the City of Windsor Official Plan;

3. The introduction of Multiple Dwellings to the site in a medium profile form is in keeping with the current permitted medium profile uses within the Mixed-Use Designation;
4. The proposed infill of the vacant land is an appropriate and compatible use along the Tecumseh Road Corridor in mass, scale and height. Through maintaining the height, setbacks and landscaping requirements of the CD 2.1 and RD 2.5 zone, which are compatible with the Commercial and Residential zones in the area, the proposed development will fit with the surrounding use;
5. The proposed development promotes compact form and intensification. Nearby amenities will encourage residents to use active transportation and transit, minimizing the number and length of vehicle trips;
6. The proposed Zoning By-law Amendment respects the land use compatibility and site suitability directives of Official Plan, supporting healthy, complete neighbourhoods;
7. The proposed development will add to the vitality of the area while supporting the efficient use of land and existing infrastructure. The proposed development takes advantage of existing infrastructure and community facilities;
8. The site is physically suitable and strategically located along Tecumseh Road East (Class II Arterial Road) and Benjamin Avenue (Local Residential Road) and as a City Corridor. The Subject Site is well supported by the existing public transit bus route, pedestrian sidewalks on both Tecumseh Road East and Benjamin Avenue, and nearby multi-use trail;
9. The proposed development introduces new housing options to the neighbourhood allowing more residents to enter into the neighbourhood or to remain in place. The proposed density will provide much needed housing stock to the area, contributing the growth and vitality of the neighbourhood;
10. The proposed residential development is supported public transportation as the Subject Area is located along an existing transit route;
11. The proposed development is compatible with the surrounding land uses and is consistent with the mix of land uses evident in the surrounding area;
12. Th proposed infill development will provide a new, unique unit option in a compatible design with the surrounding existing dwellings, commercial uses and institutional properties, while providing alternative housing styles and tenures to an established low-rise residential and mixed-use neighbourhood; and
13. The Applicant will proceed with Site Plan Control Approval following adoption of the Zoning By-law Amendment.

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