



REPORT: PLANNING RATIONALE REPORT (PRR)

MUNICIPALITY: CITY OF WINDSOR

MUNICIPAL ADDRESS: 2121 RIVERSIDE DRIVE

DEVELOPMENT: ZONING BYLAW AMENDMENT (ZBA)

DATE: May 27, 2025

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1.0 INTRODUCTION

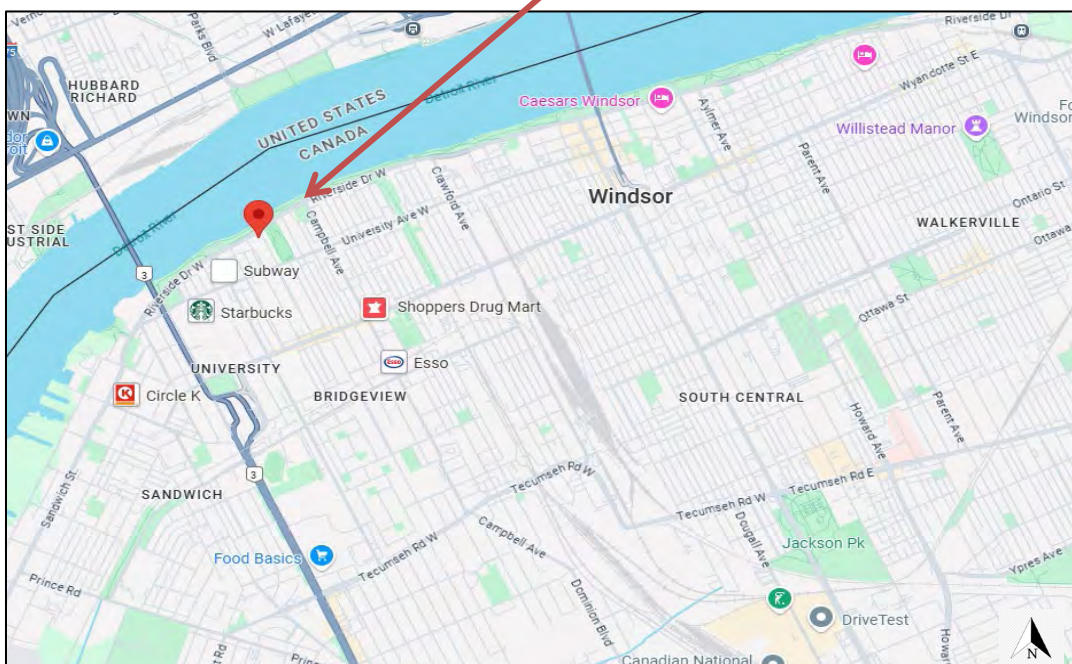
Lassaline Planning Consultants (LPC) has been retained to undertake a Planning Rationale Report (PRR) regarding the feasibility of a site specific Zoning By-law Amendment (ZBA) to support the development of the subject site for a new, low profile, 3 storey residential development.

Proposed is the redevelopment of the site known as 2121 RIVERSIDE DRIVE with a 3 storey 11.7 m (38 ft) height building, 46 residential units in a multi-unit dwelling and 12 parking spaces. The subject site is presently the site of one single, detached residence.

A pre-consultation was completed with the City of Windsor providing a Pre-consultation letter PC-050/23 dated January 31, 2024. Meo and Associates Inc have provided the design and architectural plans for the proposed development. The attached Planning Rationale Report (PRR) addresses the planning questions and provides rationale and support for the requested ZBA required to authorize the proposed development.

Jackie Lassaline, BA MCIP RPP, Lassaline Planning Consultants has prepared this planning rationale report to support, explain and justify the proposed development.

FIGURE 1 – LOCATIONAL MAP – 2121 RIVERSIDE DRIVE



2121 RIVERSIDE DR
MAY 27, 2025

1.1 PURPOSE OF THE ZBA

The subject lands are designated 'Residential' on Schedule D of the Official Plan. Comprehensive Zoning Bylaw 8600 zones the subject lands as 'Residential District 2.2 (RD2.2)' for the subject lands.

To facilitate the proposed residential development, a site specific Zoning Bylaw Amendment (ZBA) is requested for the proposed 3 storey multiple unit residential building with 46 residential apartment units and 12 parking spaces.

With the neighbourhood zoned 'Residential District 2.2 (RD2.2)', a zone that permits a multiple dwelling, it is recommended that the property remain under the (RD2.2) zone and site specific provisions be applied to allow for the 46 residential units.

1.2 PROPOSED ZBA APPLICATIONS

The Zoning Bylaw Amendment purports to address and provide special provisions under 'Residential District 2.2 (RD2.2)' zone for the following issues:

PERMITTED BUILDING AND DENSITY: One multiple dwelling with 46 dwelling units

BUILDING HEIGHT: 11.71 m

LOADING SPACES: 0 spaces

PARKING SPACE SETBACK WINDOW: 1.5 m

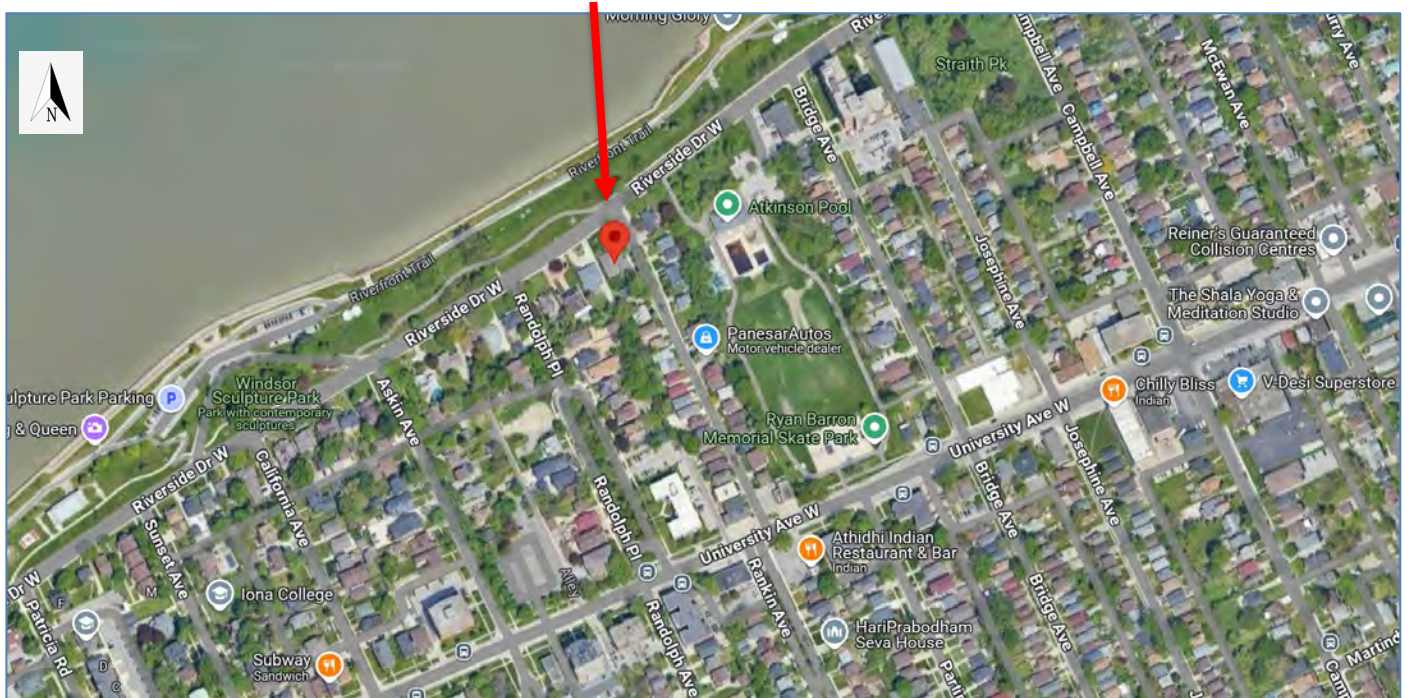
PARKING SPACE SETBACK ALLEY: 0.0m

Following approval by Council of the Zoning Bylaw Amendment (ZBA) application for Site Plan Approval will be required to authorize and facilitate the proposed development.

2.0 SITE AND SURROUNDING LAND USES

The subject lands are located at the corner of Riverside Drive West and Rankin Avenue in the City of Windsor. The lot is a large residential lot with one single, detached residence located on the property.

FIGURE 2 – SUBJECT SITE – 2121 RIVERSIDE DRIVE WEST



2.1 SURROUNDING LAND USES

The subject site is located within a neighbourhood with a mix of residential housing ages, mix of building tenure, mix of heights and densities. The neighbourhood is comprised of a mix of uses that include multiple unit dwelling buildings, commercial uses, major recreational uses, institutional uses, and single detached residences.

Across Riverside Drive is the City of Windsor Waterfront Trail with the Sculpture Park. To the west of the property is a municipal pool, soccer pitch and parkland.

Within the block are commercial restaurants and stores geared for the neighbourhood. There are

The proposed development is situated in an already existing predominately residential neighbourhood with a mix of residential densities. There are also neighbourhood commercial (restaurants, commercial, etc) uses and the Riverside Trail that will facilitate active transportation by foot or bicycle along the municipal trail to the downtown core only a few blocks to the east and the university a few blocks to the west.

There are significant recreation, and active transportation uses within the neighbourhood including the riverfront trails along Detroit River directly across the street with a direct link to the University of Windsor only a few blocks to the west and the CBD a few blocks to the east. The waterfront trail provides for safe and quick access to the university for any students.

FIGURE 3 – NEIGHBOURHOOD MAP – 2121 RIVERSIDE DR.

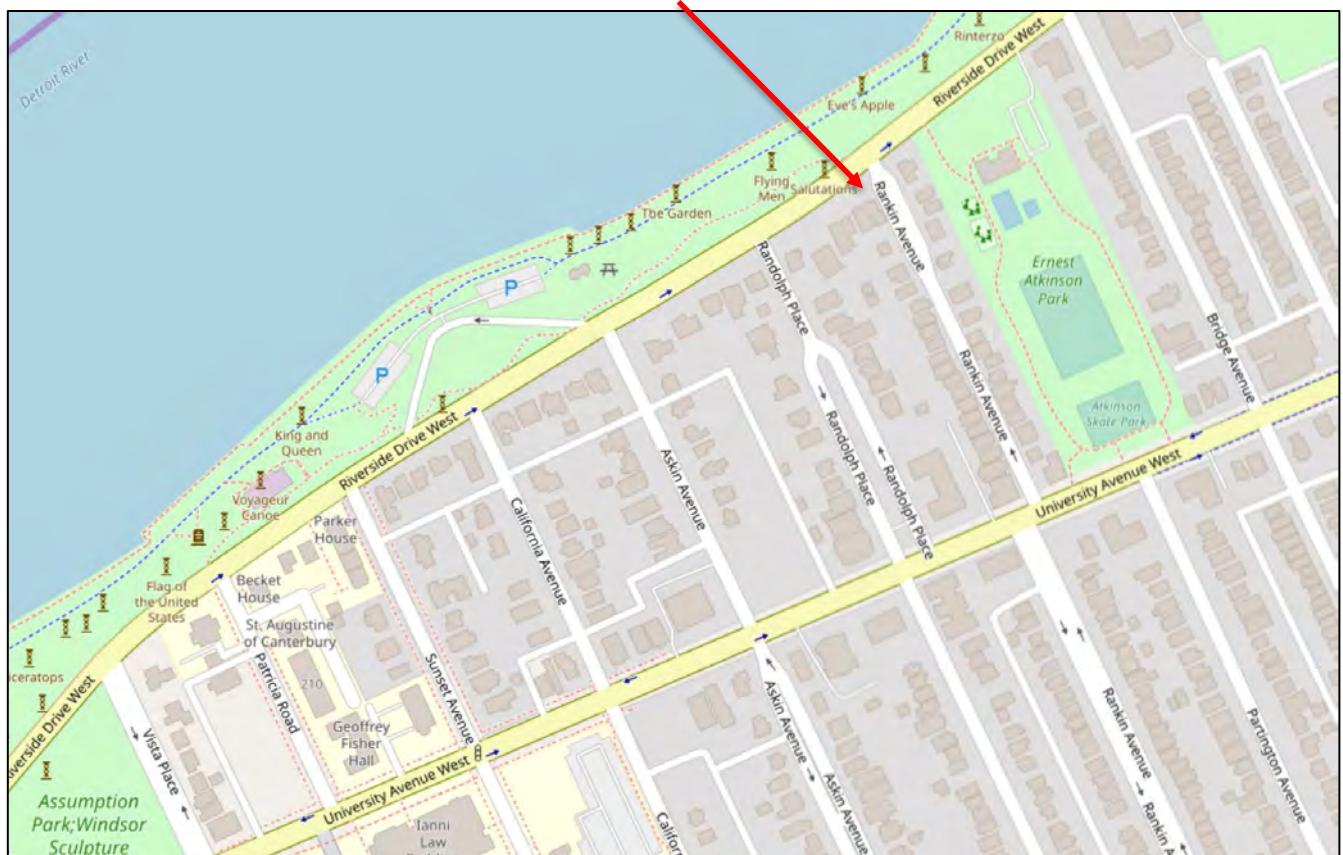
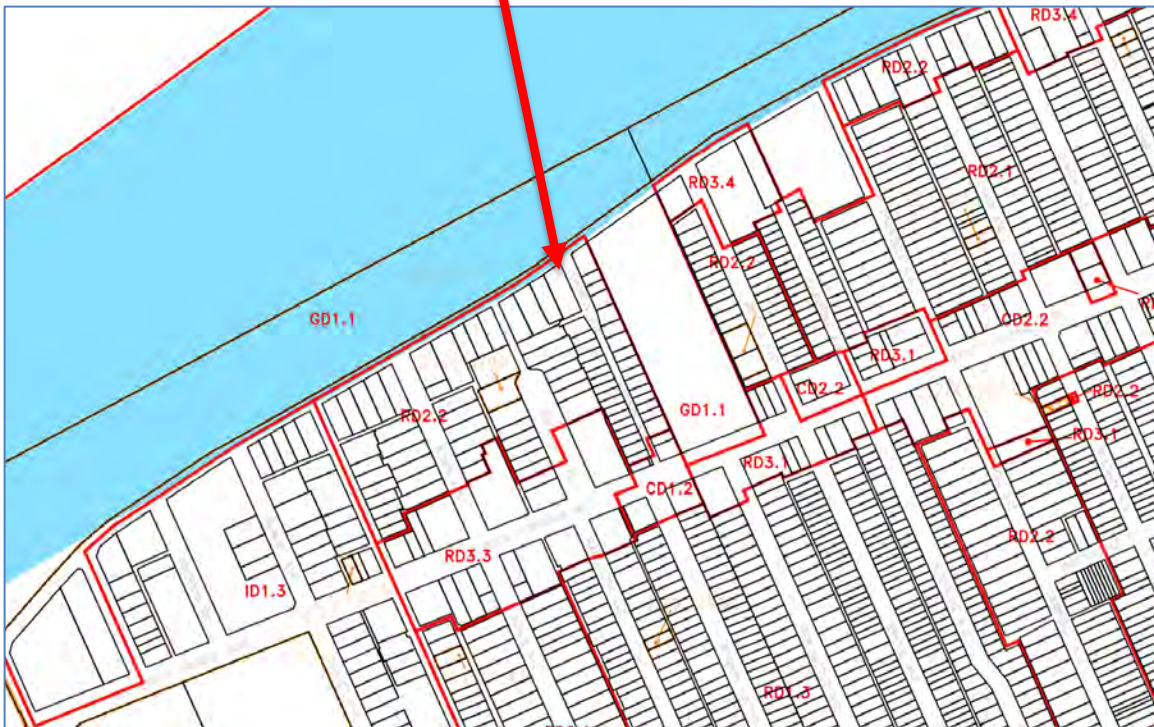


FIGURE 4 – ZONING MAP – 2121 RIVERSIDE DR



The majority of the neighbourhood is zoned ‘Residential District (RD2.2)’

- a) **North** - ‘Riverfront Trail’ and Sculpture Park
- b) **East** - immediately adjacent are existing residential uses that include low, medium and high profile residential multi-unit apartments and condos;
 - Atkinson Park with a pool, soccer pitches and skating park;
- c) **South** - existing uses that include low and medium profile residential multi-unit apartments and condos,
- d) **West** - existing uses that include low and medium profile residential multi-unit apartments and condos,

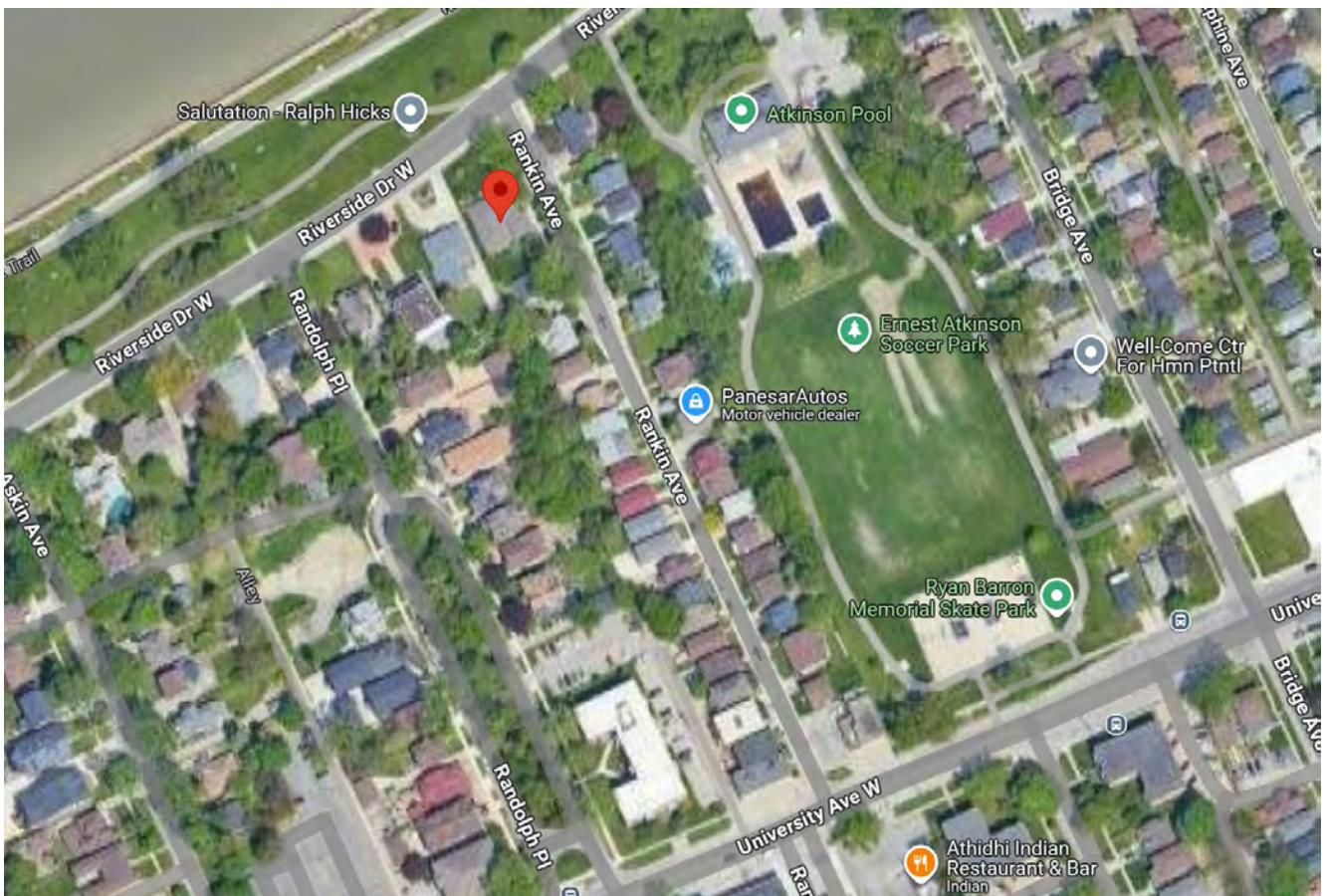
From a planning perspective, it is my professional opinion that the proposed 3 storey, low profile multi-unit residential building is comparable to existing low, medium and high profile residential buildings within the neighbourhood and can be considered a compatible use and density with this neighbourhood mix of densities, heights and uses as a healthy community.

2.2 NEARBY AMENITIES

The Riverside trail and the Atkinson Park provide for significant parkland amenities in close proximity to the site for a healthy community. The trail provides quick and easy access to the downtown and to the university.

There is local, neighbourhood commercial available within the close proximity. The downtown CBD is located within a couple blocks and within walking distance. Within the neighbourhood are some restaurants and diners within walking distance from the site.

FIGURE 5 – SITE AERIAL 2121 RIVERSIDE DRIVE



2.3 LEGAL DESCRIPTION AND OWNERSHIP

The legal owners name is: Agbaba Holdings Corporation

Legal Description is: Part of Lot 1, Registered Plan 1163, Town of Sandwich as in R940402; City of Windsor. PIN SHEETS: 01230-0216 (LT)

2.4 SIZE AND SITE DIMENSION

The subject lands are a rectangular shape as a corner lot fronting on Riverside Drive West and an exterior side yard on Rankin Avenue. The lot has a frontage of approximately 22.5 m on Riverside Drive West and an area of 1,247.8 m².

2.5 TOPOGRAPHY, VEGETATION, AND PHYSICAL FEATURES OF THE SITE

The subject lands are generally flat with an existing residence and residential trees and shrubs on the property. Landscaping will be designed to provide screening and positive accentuate the new residential building.

There is an opened alley at the rear of the property providing access to parking for the subject lands as well as access to rear area parking for other properties. The alley provides for access from Rankin to a number of residential properties adjacent the alley, supporting the heritage character of the neighbourhood with parking to the rear of the residences. A request for closure of the alley is not supported since the alley is an integral access for the subject property as well as other residential properties and will support the heritage principal of parking in the rear of the heritage building.

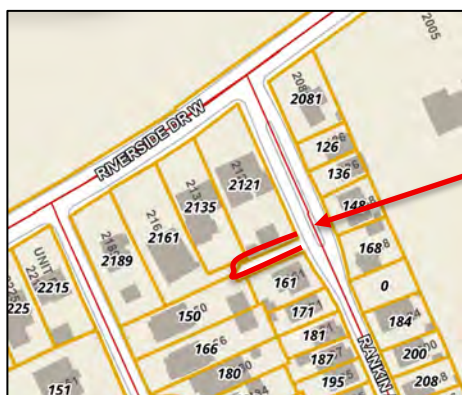
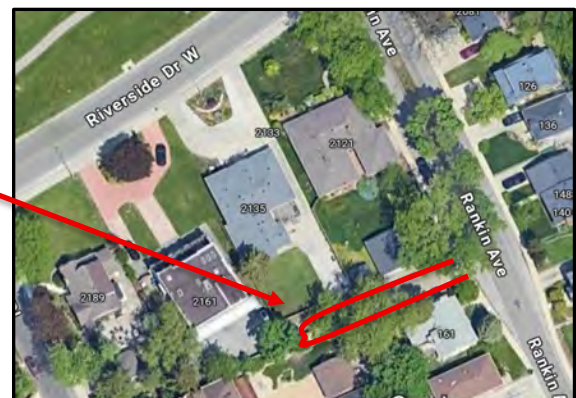


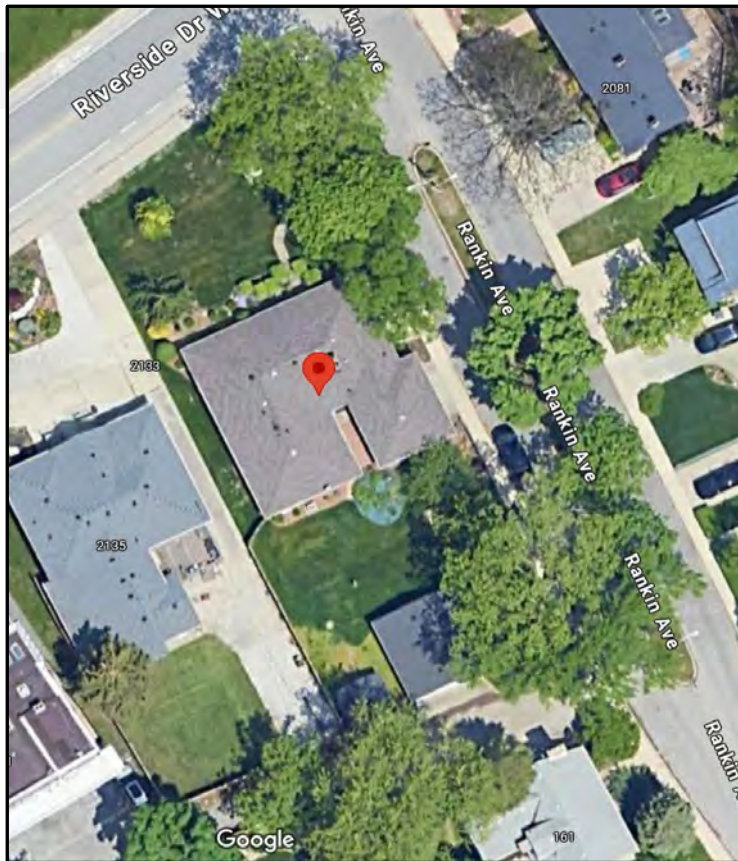
FIGURE 6

ALLEYWAY



2121 RIVERSIDE DR
MAY 27, 2025

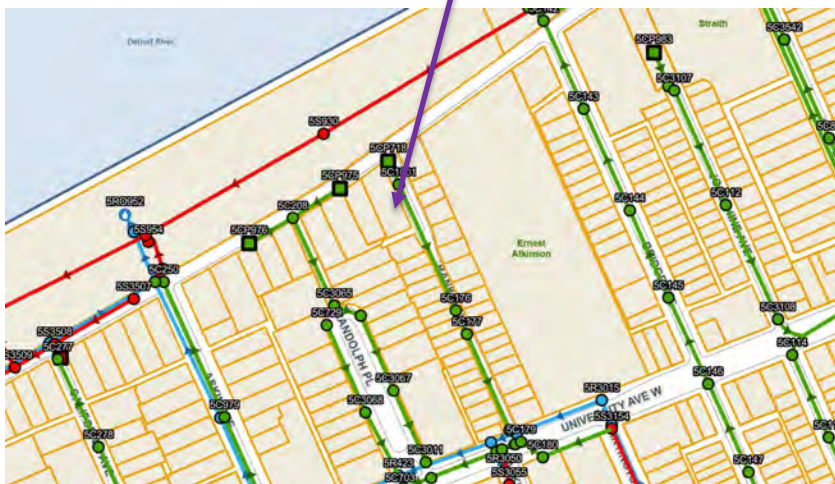
FIGURE 7 – SITE AERIAL 2121 RIVERSIDE DRIVE



2.6 MUNICIPAL SERVICES

The subject lands are serviced by combined municipal sanitary and stormwater sewers along Rankin Avenue.

FIGURE 8 – 2121 RIVERSIDE DRIVE WEST – SANITARY SEWER LINE



2121 RIVERSIDE DR
MAY 27, 2025

2.7 EXISTING ZONING AND PERMITTED USES:

The property is presently zoned 'Residential District (RD2.2)'. Alternatives permitted housing styles are provided in the (RD2.2) bylaw and specifically under 11.2.1 Permitted Uses of the (RD2.2) district.

City staff have recommended that the site be development for student housing with a **regulatory permitted** 4 unit townhouse. Through configuration of 3 units per townhouse, the regulations permit 12 residential units in total for the townhouses. Each unit will have 4 bedrooms in each unit for a total of 48 residential occupancy as permitted under the bylaw.

As an alternative, city staff recommended the site be developed for student housing with a regulatory permitted 4 dwelling units with 48 residential occupancy as **regulatory permitted** under the bylaw.

The townhouse style of housing is a permitted use in the RD2.2 district:

11.2.1 RD2.2 PERMITTED USES:

One Double Duplex Dwelling

One Duplex Dwelling

One Multiple Dwelling containing a maximum of four dwelling units

One Semi-Detached Dwelling

One Single Unit Dwelling

Townhome Dwelling

Any use accessory to any of the preceding uses

11.2.1.5 RD2.2 TOWNHOUSE REGULATIONS:

.1 Lot Width – minimum 20.0 m

.2 Lot Area – per dwelling unit – minimum 200.0 m²

.3 Lot Coverage – maximum 45.0%

.4 Main Building Height – maximum 9.0 m 11

.5 Front Yard Depth – minimum 6.0 m

.6 Rear Yard Depth – minimum 7.50 m

.7 Side Yard Width – minimum 1.20 m"

“TOWNHOME DWELLING means one dwelling vertically divided into a row of three or more dwelling units attached by common interior walls, each wall having a minimum area above grade of 10.0 sq. m., and may include, where permitted by Section 5.99.80, additional dwelling units. A semi-detached dwelling is not a townhome dwelling.”

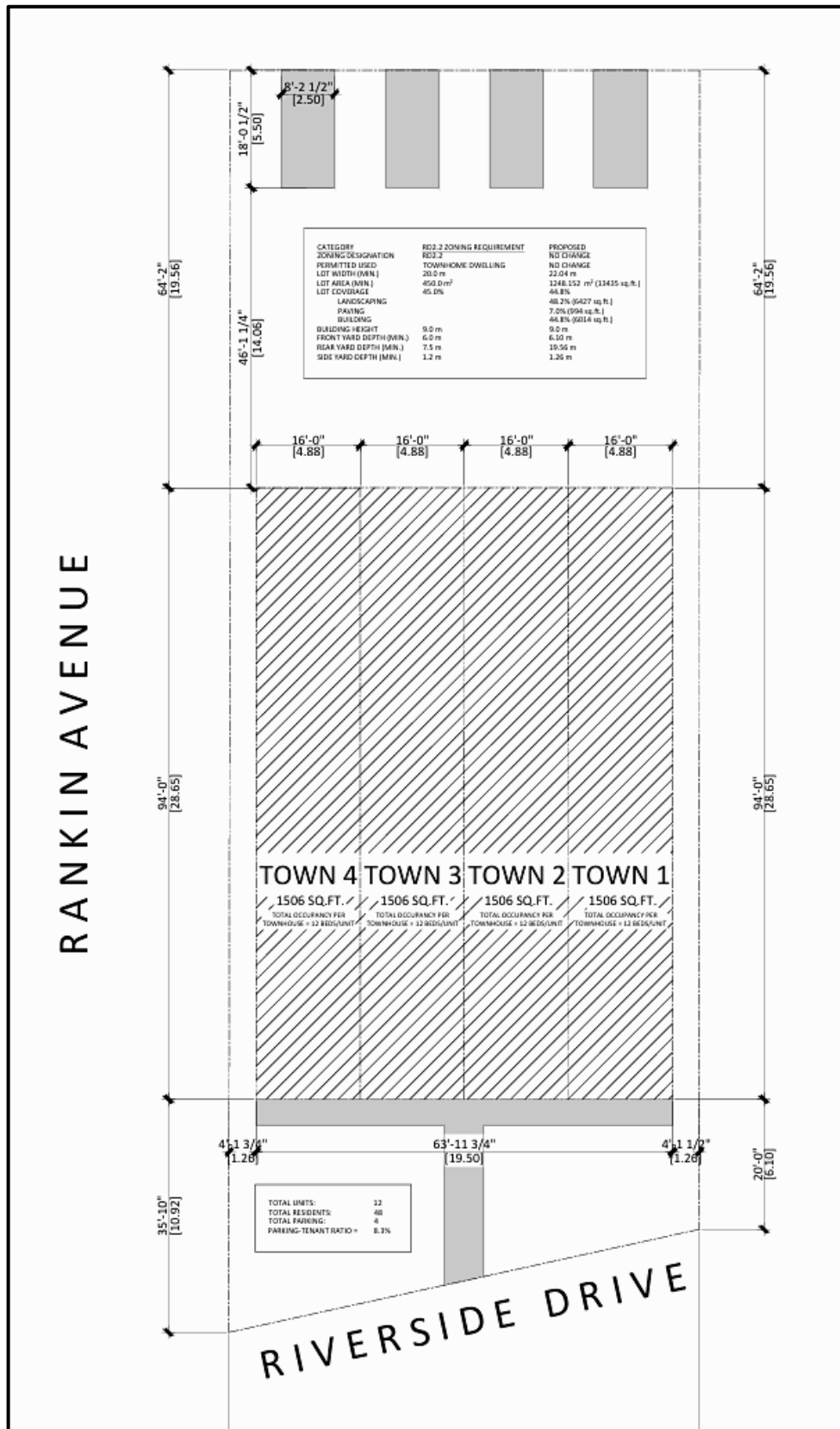
“5.99.80 SECOND UNITS / ADDITIONAL DWELLING UNITS

.1 **For any** zoning district that permits a single unit dwelling, semi-detached dwelling, duplex dwelling, or **townhome dwelling**, the following additional provisions shall apply:

.1 **Additional Permitted Uses**

- a) Two additional dwelling units shall be permitted on a parcel of urban residential land. This may be either:
 - i) **Two additional dwelling units within the primary dwelling unit located in the main building”**

FIGURE 9: DRAFT SITE PLAN FOR DEMONSTRATION PURPOSES ONLY



TOWNHOUSE BYLAW REVIEW			
REGULATIONS:	RD2.2	SITE	COMPLIES
LOT WIDTH (min)	20 m	22.04 m	YES
LOT AREA (min)	200 m ² /unit 800 m min	1,248 m ²	YES
LOT COVERAGE (max)	50% with ADU	44.8 %	YES
BLDG HEIGHT (max)	9 m	9 m	YES
FRONT YARD (min)	6 m	6.1 m	YES
REAR YARD (min)	7.5 m	7.5 m	YES
SIDE YARD (min)	1.2 m	1.2 m	YES
PARKING SPACES	4 (1 space per townhouse lot)	4 spaces	YES

TOWNHOUSE VS MULTIPLE BUILDING COMPARISON		
REGULATIONS:	MULTI-UNIT BLDG	TOWNHOUSE (x4)
OCCUPANCY (density)	46 Residents in individual Studio Apartments	4 residents in each unit 3 units in each townhouse unit 4 townhouse units 48 Residents Total
Bathrooms	46 bathrooms	48 bathrooms
LOT COVERAGE (max)	44%	44.8 %
BLDG HEIGHT (max)	11.71 m (2.7 m variance)	9 m
FRONT YARD (min)	7.41 m (established bldg. line)	6.1 m (minimum setback)
REAR YARD (min)	18.5 m	7.5 m
SIDE YARD (min)	1.83 m	1.2 m
LOADING SPACES	0	0
PARKING SPACES	12 spaces on site	4 spaces (1 space on each lot)
BIKE PARKING	3 legal (+39 bonus = 42)	0
REZONING OR VARIANCE	YES	NO
SITE PLAN CONTROL	YES	NO
OPEN HOUSE REQUIRED	YES	NO

PERMITTED TOWNHOUSE OPTION:

- (1) As permitted by regulations of the (RD2.2) district, four townhouse buildings that will result in 4 single, attached units and 8 ADU's for a total of 12 units constructed for 4 students in each unit. This would result in a total of 12 units, 48 bedrooms, and 48 bathrooms—a **greater residential density for the permitted townhouse development** than the proposed multiple dwelling, which houses 46 residents.
- (2) Although unit count is lower, the permitted townhouse form accommodates **more residents**, and therefore, a higher **density of occupancy**. As noted above, the 4 townhouse units, each with 2 ADU's in each unit, for a total of 12 residential units will result in a larger footprint with 45% lot coverage (50% max with ADU's) of the 4 townhouse units and with more residents (48 beds) than the multiple unit building.
- (3) The townhouse buildings are permitted up to 50% lot coverage, when including accessory dwelling units, which is higher than the proposed multiple dwelling's lot coverage of 44%. This results in a larger overall building envelope under the permitted townhouse scenario. The multi-unit building with 44.6% lot coverage will have a smaller footprint than the townhouse proposal.
- (4) The townhouse built form allows for 1.2 m side yard setbacks and a 6 m front yard setback. In contrast, the proposed multiple unit dwelling provides more generous setbacks, with 1.83 metres on the sides (50% larger) and 7.5 metres in the front (25% larger), offering more green space and separation from Riverside Drive.
- (5) The permitted townhouse will have to be set at the minimum front yard setback of 6 m to accommodate width for each unit while the new multiple unit building will respect the established building line at 7.41 m front yard setback, making the multiple unit building consistent with the neighbourhood.

- (6) The townhouse units, under the regulatory bylaw, do not require any bicycle parking, whereas the proposed multiple dwelling includes 3 legal bike parking spaces and an additional 39 informal ones, providing a total of 42 spaces to support active transportation.
- (7) The permitted **townhouse development** requires only one parking space per building, for a total of **4 parking spaces serving 48 residents at a ratio of 1 parking space for 12 tenants** or 8.3% parking-to-resident ratio. The proposed **multiple unit dwelling** building provides for **12 parking spaces serving 46 tenants**, including two with EV charging stations, resulting in a ratio of **1 parking space for 4 tenants** with a 26% parking-to-resident ratio.
- (8) Additionally, under the permitted townhouse scenario, the City would be required to issue up to 24 on-street parking permits, whereas the proposed multi unit development is granted no on-street parking. This means the townhouse alternative would create a significant burden on neighbourhood parking, while the proposed multiple dwelling will have no such impact. A parking study prepared by Dillon Consulting has confirmed that 12 spaces are sufficient for the proposed student housing use.
- (9) From a built form context there are no townhouse units within the neighbourhood of 2121 Riverside Dr: the built form of the 2.5 storey townhouse will be unique for the neighbourhood.

The townhouses will create an anomaly in the neighbourhood with the different massing and housing style than existing built form in the neighbourhood.
- (10) A 2.5-storey townhouse form would introduce a built form that does not align with existing residential built form, massing or character within the neighbourhood.

- (11) To the east, existing building forms transition from a duplex followed by a park, and then a **mix of low-rise and high-rise multiple unit buildings**. The proposed multiple dwelling building is more consistent with the evolving built form along within this neighbourhood of Riverside Drive.
- (12) 2161 Riverside Drive (art deco building to the west) is a multi-unit building consistent in height with the proposed multiple unit building and are comparable in height, massing and footprint.
- (13) The permitted townhouse option would not be subject to Site Plan Control. As such, the design could proceed with minimal municipal oversight and would be entirely at the discretion of the developer. By contrast, the proposed multiple unit dwelling is subject to full Site Plan Control and has been carefully designed to integrate with the surrounding heritage building context with features like parking sympathetic and compatible with the existing heritage buildings in the neighbourhood.
- (14) As an example, the multi unit building's lower brick band mirrors the detailing of 2081 Riverside Drive, while the upper cladding and color palette reflect the materials used at 2135 Riverside Drive. This architectural approach has been positively received by nearby residents, with many describing the design as "breathtaking" and "a huge win for the street."

It is my professional opinion that the proposed multiple unit building is significantly more compatible and sympathetic to the existing built heritage environment and will be a positive infilling development.

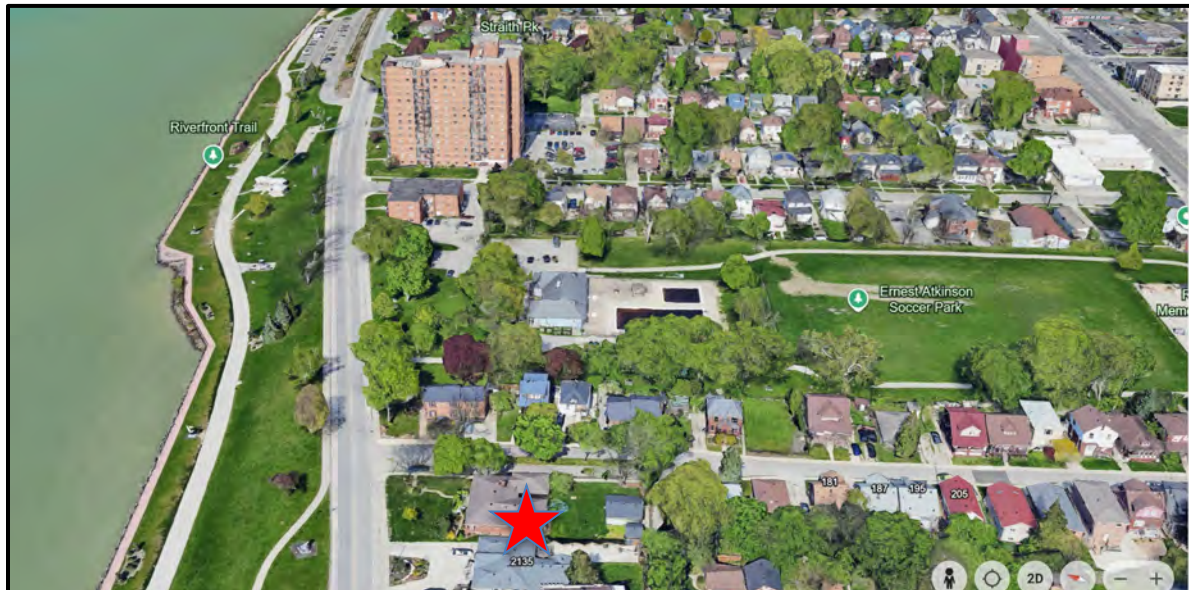
3.0 DEVELOPMENT PROPOSAL

The subject lands known as 2121 Riverside Dr. West is presently designated as 'Residential' on the City of Windsor Official Plan, Schedule 'D' and is zoned as 'Residential District 2.2 (RD2.2)' in the Comprehensive Zoning Bylaw 8600 (CZB) for the City of Windsor.

FIGURE 10 – LOOKING NORTH AT RIVERSIDE PARK AND TRAIL



FIGURE 11 – LOOKING EAST ALONG RIVERSIDE DRIVE

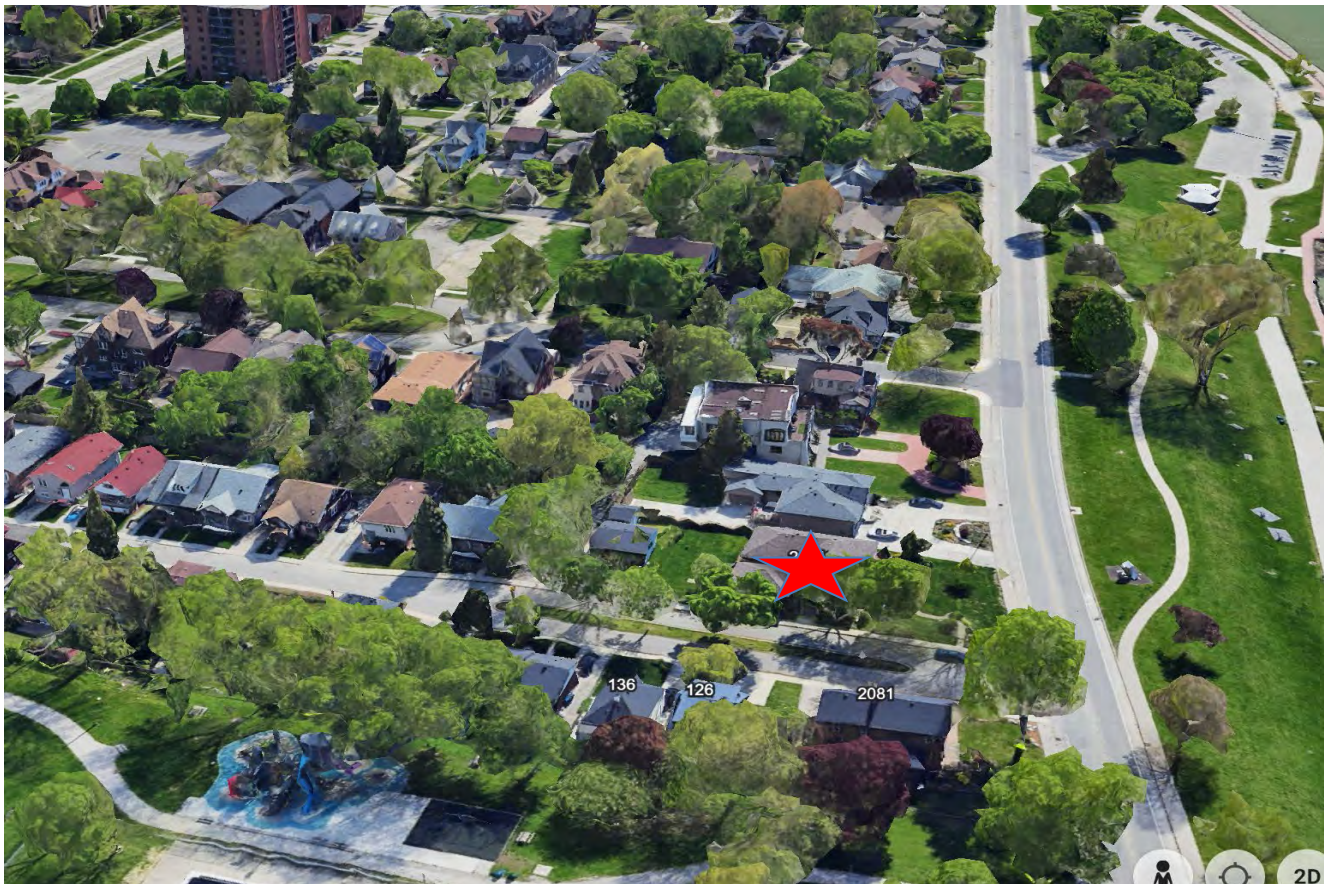


2121 RIVERSIDE DR
MAY 27, 2025

FIGURE 12 – LOOKING SOUTH ON RIVERSIDE



FIGURE 13 – LOOKING WEST ON RIVERSIDE



The OP allows for a Low or Medium Profile Residential building on the site. The Zoning Bylaw Amendment purports to maintain the existing 'Residential District 2.2 (RD2.2)' while applying new provisions to create a site specific 'Residential District 2.2-# (RD2.2#)' with following regulations:

PERMITTED BUILDING AND DENSITY: One multiple dwelling with 46 dwelling units
BUILDING HEIGHT: 11.71 m
LOADING SPACES: 0 spaces
PARKING SPACE SETBACK WINDOW: 1.5 m
PARKING SPACE SETBACK ALLEY: 0.0m

The above provisions being added to the (RD2.2) zone as site specific provisions will allow for the maintenance of a zone that exists for the neighbourhood while making minor adjustments through a ZBA to permit the residential development of a low storey multiple unit dwelling.

The main floor of the building will have a subtle entrance fronting on Rankin Ave with the entrance facing the street and not the interior side yards. There will be fencing between the new building and the adjacent land owner. Bike parking will be located between the residence and the privacy fence. On the top floor is a garden terrace including landscaping with a gathering place and amenity space available for all the tenants.

Each of the 46 residential units will be rental of studio apartment accommodation with unit areas of 29.5 m² (317 ft²) to 40 m² (431 ft²). The units are called studio apartments because of the small scale of the units as efficient suites. The studio units are perfect for one person but do not facilitate two people inhabiting the units therefore 46 units refers to 46 residents. These small units are geared towards university grad students who need privacy, quiet and affordable units. The building is considered Purpose Built Student Accommodations (PBSA) and the size of the units reflect the intended units.

As discussed in the urban design subsection below, the 46 units are defined as small units intended to support senior university students or young professionals with quick and easy access to downtown and the university utilizing the Riverfront Trail.

The provision of high quality, rental accommodation will provide alternative housing tenure and style while supporting young professionals or senior university students to afford reasonable, modern accommodations.

The building has been designed by Meo and Associates with a heritage sensitive profile building characteristics that is architecturally appealing, enhancing the vitality of the existing neighbourhood. Colours and materials have been duplicated from existing heritage buildings in the neighbourhood to provide for a compatible and heritage sensitive development. Please refer to elevations below.

The proposed buildings will have a compact residential form that will reduce the consumption of land and make efficient use of energy resources and existing municipal services while providing for modest intensification. The proposed 3 storey low profile building will be clustered with other low and medium profile residences buildings located in neighbourhood.

There are like and similar buildings with multiple storeys and other low and medium profile residential buildings within the immediate neighbourhood making the proposed building comparable and compatible with the neighbourhood.

The building is located adjacent to other 3 storey profile buildings and two storey buildings, like and similar building profiles providing for compatibility of the proposed building with the neighbourhood. The proposed 3 storey residential multiple dwelling will provide for a mix of housing styles and tenures required for a healthy community.

In accordance with Section 24.20.5 of the CZB, the provision of 12 parking spaces on site for students complies with the requirement for 12 parking spaces for student housing such as the proposed multiple unit building. The parking will support the use of municipal transit, the local trails and the walkable healthy community.

The subject site is located just 550m (6-7 minute walk) from the University of Windsor Campus to the west utilizing the multiple trail system of the Riverside Waterfront Trail. As well, the downtown core is located within a 7-10 minute walk to the east.

The housing proposed is considered student housing but will be in private ownership rather than student housing owned by the university. The student housing will provide small, studio apartments for single tenants in new, efficient, affordable accommodation. The housing will provide for alternative, affordable tenure and style to provide for student housing.

The building has been designed for university students and young professionals who do not have a car and want a nice, small apartment in close proximity to municipal transit; trails; the university and the downtown core. The style of housing is considered 'Purpose Built Student Accommodation (PBSA)' as small studio apartments with approximately 29 m² to 40 m² floor area with tenants who typically do not have cars.

Under Provision 24.20.5 in Bylaw 8600 provides for 1 parking space for each 4 beds within student housing. The building has 46 units that are small, studio units (no bedroom but open space) intended for 1 bed and 1 tenant each room. The recommended 12 parking spaces recommended by the bylaw for student housing is an appropriate direction for parking by students. The 11 parking spaces have been provided with 1 additional parking spaces for visitor parking.

Dillon Consulting, Traffic Engineer has provided positive support for the amount of student parking:

"The minimum number of parking spaces required for the site as per the City's Zoning By-law is 11 spaces. The subject site proposes 12 parking spaces, which meets the ZBL requirements."

In support of the provision of reduced parking, should a tenant want additional parking, there is municipal parking lot available for permit parking within close proximity.

Provisions of the (RD2.2) zone front yard regulations allow for a minimum 6 m setback for the new building. This setback however will bring the building forward of the established building line of the existing residences. The front yard has therefore been set at 7.41 m to respect the front yard setback of the established building line.

There will be 12 parking spaces on site with access from the alley and Rankin Avenue while supporting the moderate intensification allowed by the comprehensive development of the site. Tenants will be provided with 42 bike parking spaces with the intent that the residents will use the available trail for transport to the university or to the downtown.

Should a tenant want a parking space, they can access the municipal parking lots within close proximity to the building.

The building can be considered compatible with other similar low and medium profile residential multi unit buildings within the neighbourhood.

In my professional opinion, the proposed development will be an attractive, pedestrian oriented building that will be an asset to the neighbourhood while providing for needed alternative housing for students or young professionals.

The University of Windsor has provided a letter, attached as Appendix A, with support for the housing. The University has identified a significant need for student housing with location of the building is optimum:

'The University of Windsor strongly believes that the city would benefit from additional housing inventory, especially those that bring a level of diversity, accessibility and affordability to the post secondary students who wish to reside in close proximity to the University's main campus.'

The proposed multi-unit residential complex will promote active, healthy community with the excellent access to active transportation. The site is in close proximity to municipal transit and municipal trail system.

3.1 SITE PLAN PREPARED BY MEO AND ASSOCIATES:

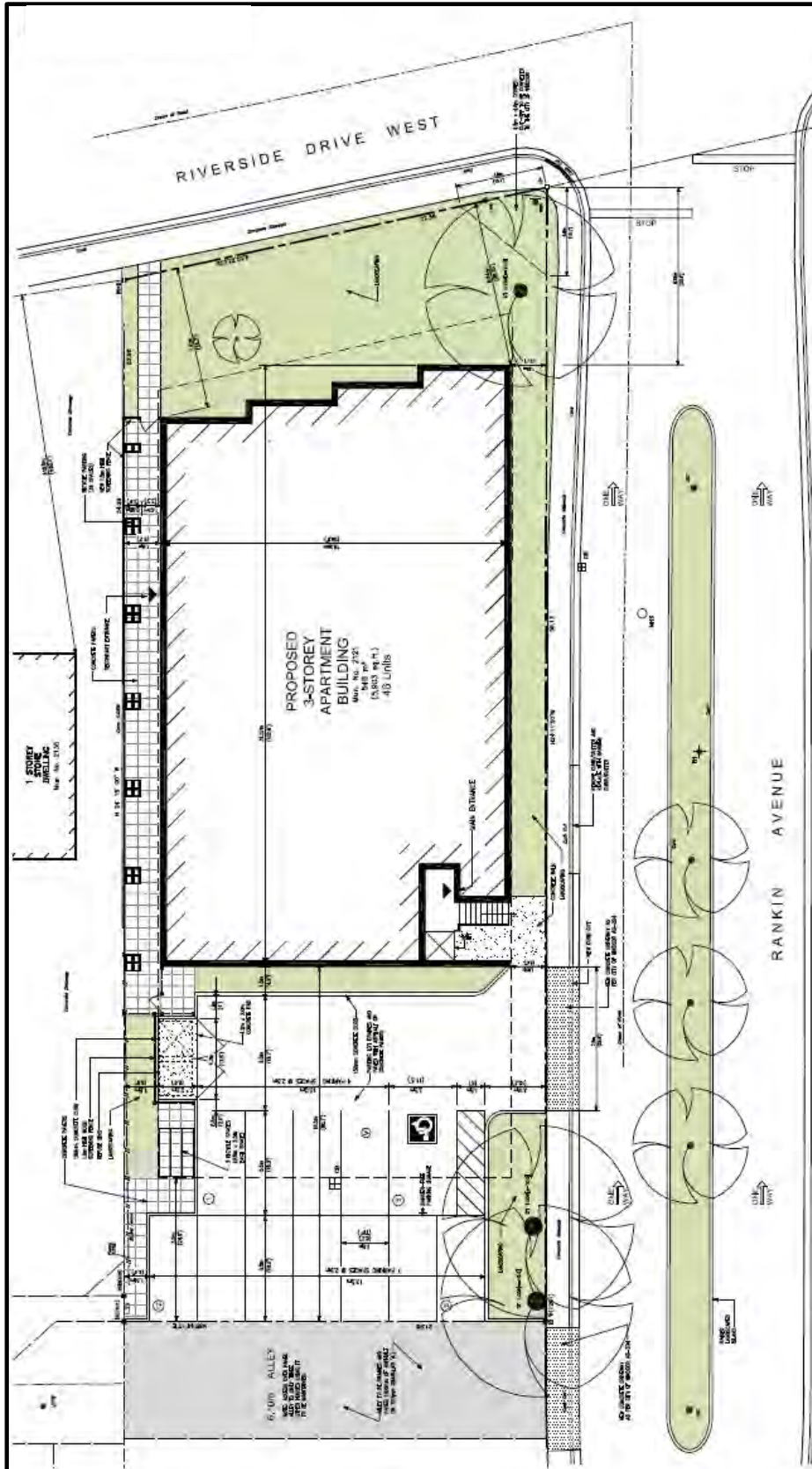


FIGURE 14:

2121 RIVERSIDE DR W.
SITE PLAN

2121 RIVERSIDE DR
MAY 27, 2025

3.2 BUILDING RENDERINGS

FIGURE 15 – NORTH EAST IMAGE



FIGURE 16 – NORTH ELEVATION IMAGE



FIGURE 17 – EAST IMAGE



3.3 LANDSCAPING

Greenspace is provided in the front yard and exterior side yard to ensure the building appears as residential and is compatible with the neighbourhood. The interior side yard will be comprised of decorative interlocking bricks to provide for hard surface landscaping. The roof will be provided as an amenity space with outdoor furniture to provide for use by the tenants.

Parking in the rear has been reduced by two spaces to save the two mature trees fronting on Rankin Blvd. This will ensure mature trees are preserved and maintain the viewscape along Rankin Blvd.

There is significant parkland across Riverside Drive and within the block to the east is a significant municipal park with Atkinson Park that includes a pool, a skating rink, soccer pitch and green space.

3.4 PARKING

As indicated by Dillon Consulting in their Transportation Impact Study, university students and young professionals and as identified in the Purpose Built Student Accommodation (PBSA), tenants will typically not have cars.

Parking provisions of CZB 8600 for PBSA's requires 1 space for each 4 beds within the building of a PBSA which would result in 11 parking spaces as noted by Dillon. In this circumstance, the rooms have been designed as small studio units to accommodate 1 tenant (bed) per unit. As a one bed studio unit with 46 units in the building, the amount of parking required for the site is 11 spaces.

Dillon Consulting's Transportation Impact Study for the site at 2121 Riverside Drive and based on the floor plan and the intended tenants, provided positive support for 12 parking spaces. The site plan originally had 12 parking spaces proposed and has been revised to now accommodate a **proposed 12 parking spaces** provided to accommodate the CZB.

"The proposed development consists of a three (3) storey residential building featuring 46 units and a surface parking lot with 12 parking spaces. One vehicular access is proposed on Rankin Avenue for the site. It is located approximately 45 metres south of Riverside Drive West. Two entrances to the building are proposed, with one entrance proposed along Rankin Avenue (main building entrance) and another on the west side of the building (secondary building entrance), accessed via a concrete pathway that connects to Riverside Drive West.

The proposed development is anticipated to generate 8 total person trips during the AM peak hour (3 inbound and 5 outbound) and 14 total person trips during the PM peak hour (8 inbound and 6 outbound). These forecasts reflect an estimated non-auto modal split of 22% for mature neighbourhoods, which is based on 2041 targets outlined in the City of Windsor's 2019 Active Transportation Master Plan.

All study area intersections are projected to have acceptable levels of vehicular delay and queuing. All individual vehicle movements operate at LOS C or better. No critical movements have been identified. The proposed site driveway is projected to operate at an excellent level of service (LOS A), during both the AM and PM peak hours through to the 2031 horizon year.

There are existing sidewalks and bicycle lanes on Riverside Drive West along the sites north frontage, which will not be modified as a result of the proposed development. The site plan proposes the introduction of a concrete walkway that would connect the western edge of the proposed building to the existing pedestrian sidewalk on Riverside Drive West. This would link pedestrians to the building's secondary entrance. Along Rankin Avenue, a sidewalk currently exists along the site's east frontage.

The minimum number of parking spaces required for the site as per the City's Zoning By-law is 11 spaces. The subject site proposes 12 parking spaces, which meets the ZBL requirements."

3.5 FLOOR PLANS

FIGURE 18 – 2nd and 3rd FLOOR PLAN



FIGURE 21 ROOF TOP TERRACE PLAN

3.6 FUNCTIONING SERVICING REPORT

Ralph Meo P.Eng. from Meo and Associates a local engineering firm completed a Functional Servicing Report dated September 25, 2024 with the following summary:

“3.0 Conclusions and Recommendations:

The existing 300 mm sanitary sewers have sufficient capacity to serve the proposed 46-unit apartment building at 2121 Riverside Drive, as well as the rest of the residences that drain into it.

The plumbing system for the proposed building should be installed and maintained as detailed herein, including backup power.

The allowable release rate for the Storm Water Management plan should be reduced by the sanitary flow emanating from the proposed apartment building (1.76 l/s reduction).”

3.7 STORMWATER MANAGEMENT REPORT

Ralph Meo P.Eng. from Meo and Associates a local engineering firm completed a Storm Water Management Report dated August 27, 2024 with the following summary

“Conclusion:

The proposed 46-unit apartment building at 2121 Riverside Drive can be provided with sufficient storm water detention storage, on site, and limit its discharge rate to the current 10.5 l/s.

It is my opinion that, if the proposed project is developed as proposed and described herein, it will not have a negative impact on the storm water drainage in this neighbourhood.”

3.8 SHADOW STUDY

A Shadow Study was completed to visualize the new building and determine if there are any impacts on the neighbourhood. According to Michael Piskovic OAA, Meo and Associates, **letter dated April 10, 2024:**

“These drawings depict the annual range of shadows, with the longest shadows occurring in December and the shortest in June. Typically, March and September represent average conditions in terms of shadow length.

Regarding the impact on the surrounding single-family houses’ rear yards (outdoor living spaces), the following observations can be made:

- **March 21 (Vernal Equinox)**

- 2135 Riverside Dr. W.: Minimal shadow is observed at the southeast corner of the house adjacent to the east property line between the hours of 8:00-10:00
- 2081 Riverside Dr. W.: Shadow is cast in the rear yard during the late afternoon at 18:00 hours

- **June 21 (Summer Solstice)**

- 2135 Riverside Dr. W.: Minimal shadow is observed at the southeast corner of the house adjacent to the east property line during the early morning hours

- **September 21 (Autumnal Equinox)**

- 2135 Riverside Dr. W.: Minimal shadow is observed at the southeast corner of the house adjacent to the east property line during the early morning hours

- 2081 Riverside Dr. W.: Shadow is cast in the rear yard during the late afternoon at 18:00 hours
- 126 and 136 Rankin Ave.: Shadow is cast in the rear yards during the late afternoon at 18:00 hours

• **December 21 (Winter Solstice)**

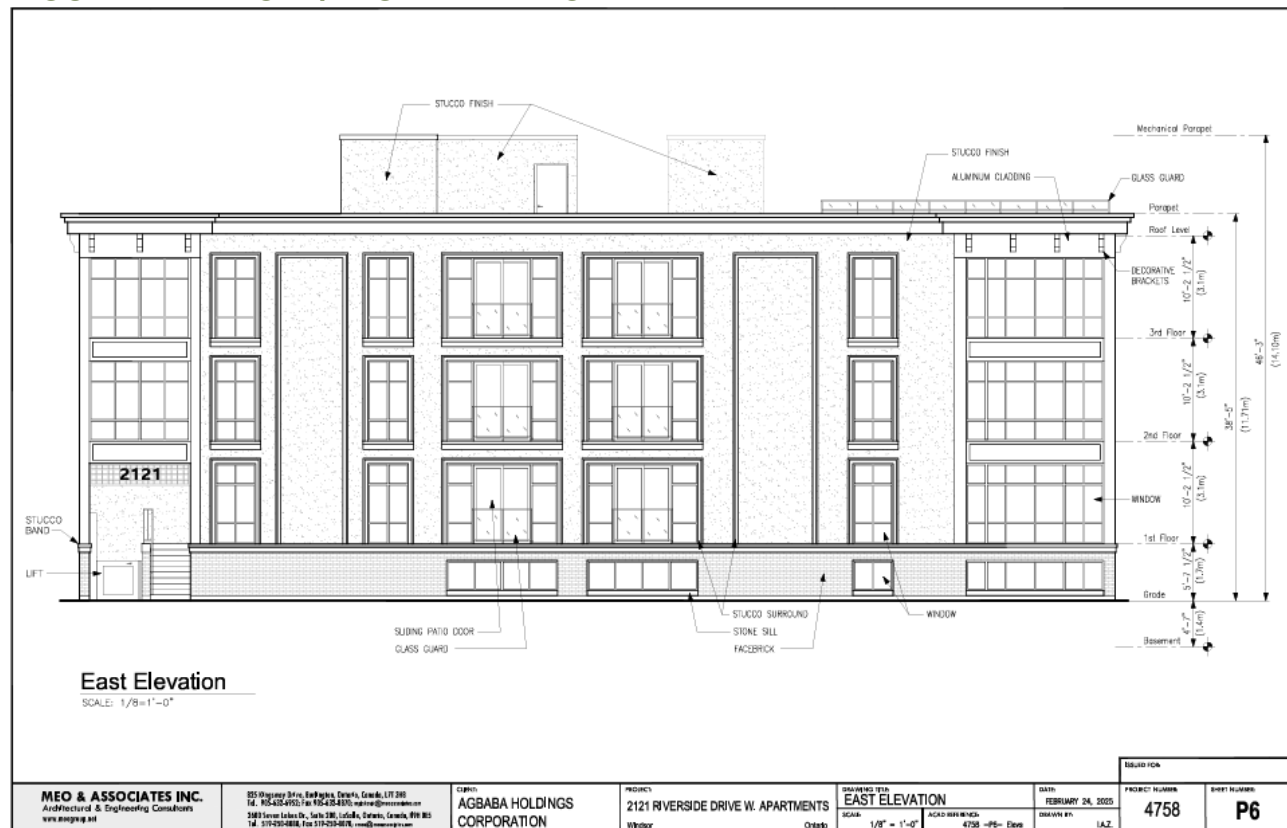
- 2081 Riverside Dr. W.: Shadow is cast in the rear yard after 15:00 hours
- 126 Rankin Ave.: Shadow is cast in the rear yard after 14:30 hours.

Overall, the shadows generated by the proposed development are anticipated to have minimal impact on the neighbours' rear yards."

3.9 HERITAGE REVIEW

The building has been designed by Meo and Associates with a heritage sensitive profile building characteristics that is architecturally appealing, enhancing the vitality of the existing neighbourhood. Colours and materials have been duplicated from existing heritage buildings in the neighbourhood to provide for a compatible and heritage sensitive development. Please refer to elevations below.

FIGURE 22 – FRONT/EAST ELEVATION



The immediate neighbourhood is comprised of a mix of periods and age of existing housing and styles: arts and craft, 4 square, art deco, mansard dutch barn, Ontario cottages (modest homes), 1960's bungalow.

There were some Heritage features such as the following that are found in the neighbourhood that have been duplicated for this multiple residence building (see below);

- 1) banding around each floor;
- 2) Complex lights with multiple mutons and mullions;
- 3) Colour palette was used from the two existing residences adjacent to the property
- 4) Corbels and decorative roof features.

FIGURE 23 – BUILDING DESIGNATED UNDER HERITAGE ACT



In my professional opinion, the architect has provided a compatible and heritage sensitive building that will be well suited in the mix of heritage styles and periods of the neighbourhood.

3.10 OPEN HOUSE

An Open House was held on site with well over 25 people in attendance. There were a number of rendering perspectives; a floor plan for each floor; entrance and coloured drawings showing the height of the building relative to the neighbourhood residences on display for discussion and questions by attendees.

The Open House lasted for 2 hours with Ralph Meo, P. Eng from Meo and Associates; Michael Piskovic, Architect from Meo and Associates; the owner Marko Agbaba; myself; immediate neighbours, Frank Garardo, Senior Planner with the City of Windsor and Council Member Sleiman attending.

The 22 people from the neighbourhood who attended the Open House had a very positive response and discussion with the hosts. Once the plans were examined and discussed with the neighbours, there were no negative comments, and all the neighbours were excited for the development.

Please refer to attached Appendix A showing Open House notice and all comments received at the Open House and afterwards.

4.0 URBAN DESIGN REVIEW

The following is a design review based on Section 8.0 of the Official Plan policies that direct and govern how the built form and public space are complimentary:

Section 8.2 Image of Windsor

As discussed throughout this report, the proposed building has been designed to be heritage sympathetic and in height that is compatible and complimentary to neighbourhood buildings.

The building has been designed extensively for a bright and welcoming building for both the residents and for the viewscape and as a gateway building to Rankin Avenue. The new building has been designed to be a visual asset along the significant Riverside Drive.

Architectural design has been emphasized to provide for an aesthetic quality for the new units with the use of soft tones, complimentary lines and contrasting colours, and windows that provide a vibrancy for the building.

Section 8.3 Design for People

The entrance to the new building is from Rankin Avenue to minimize noise and impact on adjacent neighbour and the units do not have balconies allowing for privacy of units with the existing residents.

The building has been setback in compliance with the established building line to compliment the streetscape and view line of Riverside Drive.

Section 8.4 Pedestrian Access

There is sidewalk access to the west side of the building where there is 39 bike racks hidden behind the proposed privacy fence. The bike racks will provide for 3 in the rear yard adjacent an access door while an additional 39 spaces will be provided in the interior side yard with significant space remaining for a sidewalk access from Riverside Dr to the rear door of the building.

Services such as significant bike racks, pedestrian walkway and bike trail will provide for quick and easy access to the Riverside Trail system leading to the downtown core or to the University of Windsor.

The building has been brought closer to the side yard to allow for an emphasis on pedestrian access.

The entrance off of Rankin Avenue is highly visible from an aesthetics perspective as well as from a safety perspective

Section 8.5 Ecological Design

The rental units are small, efficient units that with the modest intensification provides for a high level of energy efficiency.

Parking is provided in compliance with the bylaw for the proposed student accommodation. The rentals will be focused to senior university students with an emphasis is on the walkability and the use of the Riverside Trail to move between the downtown and the University of Windsor.

Section 8.6 Micro-climate

A shadow study was completed showing that there is very little impact on the neighbourhood due to the 3 storey building. This shows that there will be minimal climate impact on the neighbours with the construction.

Section 8.7 Built Form

The proposed building is sympathetic to the heritage built form of the neighbourhood. The proposed building displays heritage aspects that supports the infilling of the building within the mix of ages and built forms within the neighbourhood.

The design of the building has extensively used windows that establishes a bright built form that will provide for a bright vibrant unit for each of the tenants. The windows help to display the beautiful and complimentary colours, bright, built form of the building.

Section 8.8 Public Space

The roof top amenity space will provide for a quiet gathering space for the tenants.

The amenity space has been incorporated into the design of the building to create a positive outdoor experience for the tenants and to not impose on the neighbours. The elevation of the space is comparable with the arts and craft building to the west and the building immediately to the west is extensively tree covered and will have privacy with the wood board fence on the property line.

Section 8.9 Views and Vistas

The rooftop amenity space has been integrated into the building design to emphasise the vista and view of the Detroit River and the Waterfront Riverside.

Section 8.10 Art in Public Spaces

There are no opportunities for art in public spaces however, landscaping and site amenities will ensure a high level of visual aesthetics.

Section 8.11 Streetscape

As noted in this report, the building has been staggered in setback at 8m, consistent with the established building line of the existing buildings. Maintaining the established building line ensures that the 1960's bungalow, the arts and craft residence and the opposite corner 4 square are not hidden and that the heritage elements are complimented and not screened. The established building line ensures a complimentary and vibrant viewscape while the positive designed building supports the streetscape without detracting from the existing buildings.

Section 8.12 Safety

The design has taken into consideration safe ingress and egress with open entrances and other site characteristics such as eliminating hiding places on the property has used Crime Prevention through Environmental Design principles (CPTED) as a consideration.

Section 8.13 Lighting

Lighting will be provided to ensure the property is well lit for the pedestrian and the biker to ensure safety. Lighting treatments will be integrated at Site Plan Control to ensure compliance with Dark Sky policies. A photometric plan will be provided to ensure compliance during site plan review.

The proposed development will provide for a new, 3 storey multiple dwelling with 46 units along Riverside Drive. Based on the architectural drawings and the thoughtful proposal that has regard for significant architectural features that respect public space, the pedestrian, the neighbourhood, heritage aspects, it is my professional opinion that this Urban Design Brief demonstrates the conformity and compliance of the proposal with the urban design policies of the Official Plan for the City of Windsor. The conformity supports the ZBA and the ability to bring the high level designed proposal into fruition.

5.0 PROVINCIAL POLICY STATEMENT (PPS 2024)

The *Planning Act*, R.S.O. 1990, c.P. 13, as amended, requires that the Council of a local Municipality shall make decisions on development applications which are consistent with the Provincial Policy Statement (PPS 2024).

The PPS was issued by the Ministry of Municipal Affairs and Housing under the *Planning Act* and provides direction on matters of provincial interest primarily related to land use planning and development. The policies within the PPS apply province-wide and are an integral part of the Ontario's policy led planning system.

The PPS aims to encourage the wise use and management of land and other resources, promote the development of healthy and prosperous communities, protect public health and safety, and protect the natural environment. Specifically, the primary directives of the PPS include:

“Section 2.1 Planning for People and Homes:

1. *Planning authorities should support the achievement of complete communities by:*
 - a) *accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated childcare facilities, long term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*
 - b) *improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*

COMMENT:

In my professional opinion, the requested ZBA will authorize the proposed development of the 46 studio multiple dwelling building that provides for alternative tenure and style. The development is consistent with providing for affordable, studio efficient apartment units for older university students and young professionals.

This development will create an efficient and effective, and appropriate land use suited and compatible with the existing mixed of tenure and style residential neighbourhood while providing for moderate intensification that in my professional opinion is consistent with the principal PPS policy.

- c) *improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*

COMMENT:

The proposed multi-unit building will provide for an alternative style and tenure of housing than the standard single detached residence. The ZBA will facilitate the provision of a variety and diversity of housing needed within a community to support a diversity of range for a viable, healthy community. The residential building will be developed with 46 studio units geared to students while providing for an alternative housing style and tenure than typically found within the City and is unique for the neighbourhood. The units have been designed as small studio apartments to allow for the senior university student that needs quiet and space without roommates while providing affordability as a single unit.

“Section 2.2 Housing policies:

1. *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:*
 - a) *establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*
 - b) *permitting and facilitating:*
 1. *all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
 2. *all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*
 - c) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.”*

COMMENT:

The subject lands are located within the urban area of the settlement area within the City of Windsor. The ZBA authorizes an infilling residential development on site within a mixed of residential building ages, densities, and profiles within the neighbourhood. In my professional opinion, the proposed development will not result in the unnecessary expansion of the urban settlement area while supporting gentle intensification within the urban area adjacent to the CBD and within a few blocks of the university.

COMMENT:

The building is located within a neighbourhood providing services, significant recreational opportunities, on the Riverfront Trail and commodities within walking distance supporting alternative transportation than the use of the car.

There is a bus stop within a block to the building and fronts on the Riverside Trail, in my professional opinion, identifying the location as a walkable, biking area of the municipality. Supporting the use of the transit system and trail system supports the reduction of parking that in my professional opinion, makes the development consistent with the PPS.

There are employment opportunities within walking distance to the site, supporting the work/live initiative. There is bus service and trail service that will reduce the dependence on the vehicle while supporting walking, biking and healthy community initiatives of the Municipality and Province.

COMMENT:

In my professional opinion, the proposed development is an efficient and effective use of land, public service infrastructure and public transit and municipal trail infrastructure. The development is transit supportive and positive reduction of dependence on the personal vehicle.

The proposed development provides for alternative housing with a neighbourhood of comparable building height and density. The new development provides for alternative transportation and promotes active transportation. The multi-unit building design will promote energy efficiency in heating and cooling.

COMMENT:

The development of the subject lands supports, promotes and facilitates an appropriate land use for the neighbourhood while allowing for an intensification of land use and providing needed small residential apartment units as alternative tenure and style of housing within that supports gentle intensification.

COMMENT:

In my professional opinion, the proposed ZBA will support the development of the site for an appropriate and effective use of residential use. The height is comparable and compatible with adjacent buildings and other buildings within the neighbourhood.

The parking has been established consistent with the Bylaw and under direction of the Dillon Parking Study for student housing. With close transit and the riverside trail, the new development will support the use of municipal transit and the trail system, providing for the efficient and effective use of the lands for gentle intensification. There is an EV charging station and significant bike parking with 42 spaces supporting a clean and energy efficient development.

In my professional opinion, the residential use is the most appropriate use for the site; is consistent with the neighbourhood; will provide for needed housing; supports energy efficiencies to reduce impact on a changing climate and is an effective and efficient use of an infilling lot.

COMMENT:

The proposal will allow for an appropriate level of intensification that is compatible and consistent with the existing neighbourhood.

In my professional opinion, the proposed ZBA will authorize the suitable and compatible residential development that will provide for alternative housing tenure and style while supporting appropriate and compatible intensification.

COMMENT:

In my professional opinion, the requested ZBA is consistent with the 2024 PPS by supporting the sound and efficient managed intensification and growth associated with the residential development of the land use for the subject site within the downtown core area of the City.

Providing for an ZBA policy and regulatory framework that support the development of these lands for a low profile residential multiple unit building as an infilling development compatible with the existing neighbourhood, that in my professional opinion supports the Healthy Community initiatives and is therefore consistent with the Provincial Policy Statements (PPS 2024).

6.0 CITY OF WINDSOR OFFICIAL PLAN

The subject lands are designated 'Residential: Low and Medium profile' in the City of Windsor Official Plan Schedule D and are zoned 'Residential District 2.2 (RD2.2)' in the City of Windsor Comprehensive Zoning By-Law (CZB) 8600. The lands are located at 2121 Riverside Drive at the corner of Rankin Avenue.

The owners are requesting a site-specific ZBA to facilitate the infill redevelopment of the subject lands as a low profile multiple unit dwelling with 3 storeys, 46 residential units, 11.71 m in height and with 12 parking spaces and 42 bike spaces. The following policies relate to the proposed development:

“3.2.1 Safe, Caring and Diverse Community

- 3.2.1.1 *Windsorites want to be a part of neighbourhoods that meet their needs as places to live, shop and play. Each neighbourhood will have a central area that provides a focus for activities and is within a convenient walking distance. Here, people will find shops, jobs, neighbourhood based services, public places that are safe and inviting, and a place to meet with neighbours and join in community life. The neighbourhood centre will provide a variety of housing types for all ages and incomes.*
- 3.2.1.2 *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. Residents will have a voice in how this new housing fits within their neighbourhood. As the city grows, more housing opportunities will mean less sprawl onto agricultural and natural lands.*
- 3.2.1.3 *Windsor will keep much of what gives its existing neighbourhoods their character – trees and greenery, heritage structures and spaces, distinctive area identities, parks, and generally low profile development outside the City Centre. Around the neighbourhood centres, the existing character of the neighbourhood will be retained and enhanced. Newly developing areas will be planned to foster their own unique neighbourhood identities with a mixture of homes, amenities and services.*

3.2.1.4 *The design of buildings and spaces will respect and enhance the character of their surroundings, incorporating natural features and creating interesting and comfortable places. Streets, open spaces and the greenway system will serve as public amenities connecting and defining neighbourhoods and contributing to Windsor’s image. New development in Windsor will accommodate the needs of pedestrians, cyclists and other recreational activities.”*

COMMENT:

The proposed development has been designed by architects with a high aesthetical standard; will be constructed of high-quality materials to a high standard of design that will contribute positively to the visual amenity and ‘sense of place’ in the neighbourhood; the site will be extensively landscaped; is located as a gateway into the neighbourhood; provides parking in compliance with the bylaw, provides for gentle intensification in the provision of 46 studio units, supports walkability connectivity and use of municipal transit and trail system, and in my professional opinion, conforms with the relevant policies of the Official Plan.

“3.3.2 Vibrant Economy

3.2.2.3 *Revitalizing areas in need of improvement will improve Windsor, while protecting the community’s investment in infrastructure and other services. Community improvement initiatives will strengthen neighbourhoods by providing new businesses, homes and public spaces and by creating unique opportunities for reinvestment in the community.”*

COMMENT:

The proposed ZBA will support the revitalization and rejuvenation of the neighbourhood by redeveloping the property with a new building that can be considered compatible with the neighbourhood while being sympathetic in design with the heritage neighbourhood, that in my professional opinion, conforms with the relevant OP policy.

The new residential multiple unit building will provide for 46 small units, providing for senior student and young professionals housing that is compact and alternative style and tenure than is efficient.

“3.2.3 Sustainable, Healthy Environment

- 3.2.3.1 *Windsor will work toward achieving a sustainable transportation system where all modes of transportation can play a more balanced role. The creation of mixed use and employment centres will allow businesses and services to be closer to homes and allow greater opportunities for walking, cycling and transit.*
- 3.2.3.5 *Windsor will encourage the design and construction of energy efficient buildings and landscapes to reduce air, water and land pollution and environmental impacts of energy production and consumption.”*

COMMENT:

In my professional opinion, the proposed development being adjacent to a significant trail system and within close proximity to transit supports the use of available public transit by increasing ridership along an existing main bus route and the use of the trail for a healthy community.

The proposal will support active transportation by increasing the residential density and by its design incorporating bike parking and sidewalks.

The gentle intensification of the building as single unit studios and parking reduction based on student accommodation, in my professional opinion, reduces land consumption and supports energy efficiency. Providing surplus bike parking encourages the use of the trails and the bus for the students and the young professionals conforms with the policies of the Official Plan encouraging energy conservation.

“4.1 Goals

In keeping with the Vision and Mission Statements and the Principles set out in the Development Strategy, Council's healthy community goals are to achieve:

- 4.1.1 *Windsor's full potential as a healthy and liveable city.*
- 4.1.2 *Harmony between human activities and natural systems.*
- 4.1.3 *A high quality of life in Windsor.*

- 4.1.4 *A strong sense of community throughout Windsor.*
- 4.1.5 *Community empowerment in municipal decision making.*
- 4.1.6 *Economic opportunities throughout Windsor.*
- 4.1.7 *A safe environment throughout Windsor.*
- 4.1.8 *A decision making process that balances environmental, economic and social considerations.”*

COMMENT:

In my professional opinion, the proposed ZBA successfully balances environmental, economic, and social considerations to add to the health and vitality of the City of Windsor.

With the building fronting Riverside Drive at the corner of Rankin Avenue, the building will be brought forward to the street and will have a street presence on a major arterial road in the area adjacent to the downtown area and within a few blocks to the university.

The ZBA will provide for a new building with alternative tenure and style with gentle intensification for alternative housing. The new housing provides for small units affordable by senior students and young professionals that want to access public transit and the Riverside Trail as alternative transportation.

The new architecturally designed building that is heritage supportive and compatible with the existing neighbourhood, economical for the students, supports public transit, provides for a positive addition to the neighbourhood, in my professional opinion conforms with relevant policies of the OP policies.

“4.2 Objectives

- 4.2.1.1 *To consider community health in the planning and design of Windsor and its neighbourhoods.*
- 4.2.1.2 *To provide for activities and facilities which will foster an active lifestyle to improve community health.*

- 4.2.1.3 *To regularly monitor community health.*
- 4.2.1.4 *To protect against climate change and its possible adverse effects on human health, the physical environment, economy and quality of life.*
- 4.2.1.5 *To encourage a mix of housing types and services to allow people to remain in their neighbourhoods as they age.*
- 4.2.1.6 *To provide for pedestrian scale neighbourhood centres that serve the day-to-day needs of the local residents.”*

COMMENT:

The building has provided for pedestrian walkways, definition of amenity space on the roof, heritage sensitive, landscaping and other visually appealing aspects of the site resulting in high quality aesthetically appealing buildings and site.

The proposed development will provide for alternative housing and tenure by supporting diversification of the housing and providing a gentle intensification as a wise use of the lands. The development will support managed appropriate moderate intensification of residential land use.

The proposed development will support senior students and young professionals as a small unit with a focus on public transit and supportive of the trail system. The use of alternative and public transit will reduce the use of the personal car and will assist with the impact on climate change.

The proposed building will be designed to be visually appealing and landscaped extensively and can be considered compatible with the existing residential neighbourhood.

In my professional opinion, the proposed ZBA conforms with relevant policies of the Official Plan supporting residential development.

“4.2.1 Healthy and Liveable City – Planning & Design

- 4.2.1.1 *To consider community health in the planning and design of Windsor and its neighbourhoods.*
- 4.2.1.2 *To provide for activities and facilities which will foster an active lifestyle to improve community health.*

4.2.1.4 To protect against climate change and its possible adverse effects on human health, the physical environment, economy and quality of life.

4.2.1.5 To encourage a mix of housing types and services to allow people to remain in their neighbourhoods as they age.

4.2.1.6 To provide for pedestrian scale neighbourhood centres that serve the day-to-day needs of the local residents.”

COMMENT:

In my professional opinion, the proposed ZBA supports a healthy and active lifestyle for its residents by supporting the walking, biking trail system and the transit system of the municipality.

The proposed development will provide for alternative housing and tenure by supporting diversification of the housing market with support of the ZBA that will accommodate alternative style and tenure.

COMMENT:

The requested ZBA will support a healthy lifestyle for residents by encouraging walking and cycling with its proximity to the University, the downtown core with goods and services that residents will need on a regular basis; near a bus transit system; adjacent to the Riverside Drive Trail system; and near the Atkinson Park.

The 46 residential units offers an alternative housing style and tenure that addresses the current housing crisis occurring in Windsor, evidenced by the historically low rental vacancy rate. The proposed development will provide needed stock of alternative housing and needed student housing in the form of small, efficient studio units.

In my professional opinion, the proposed development conforms with the healthy community initiative of the City of Windsor Official Plan policies.

“4.2.3 Quality of Life

4.2.3.1 *To encourage a mix of uses.*

4.2.3.2 *To encourage the location of basic goods and services close to where people live and work.*

4.2.3.3 *To recognize the needs of the community in terms of shelter, support services, accessibility and mobility.*

COMMENT:

The proposed development is located in short distance to a municipal transit route and will support the use of the municipal bike trail system being so close to Riverside Dr. The residential apartment will provide for alternative housing style and tenure in a low profile, 3 storey building that is compatible in height and massing with the neighbourhood while being sensitive to the heritage of the neighbourhood. The multi-unit building will provide for small residential units that are supportive of senior university students who can afford a single rental unit but require privacy and quiet.

In my professional opinion the requested site-specific ZBA will conform with the ability to provide the neighbourhood and City alternative residential tenure and style of housing.

4.2.3.4 *To accommodate the appropriate range and mix of housing.”*

“5.3.7.2 Atmospheric Air Quality Policies

Council will contribute to the reduction of air pollution by using the following land use planning approaches:

- (a) increasing opportunities for non-automotive transportation modes including walking, cycling and public transportation in accordance with the Infrastructure chapter of this Plan;*
- (b) regulating development which has the potential to increase atmospheric pollution in accordance with the Land Use chapter of this Plan;*
- (c) improving energy conservation in accordance with the Urban Design chapter of this Plan;*
- (d) locating compatible residential, commercial and employment uses in a manner that reduces distance and vehicle trips as outlined in the Land Use chapter of this Plan.”*

COMMENT:

The location of the proposed residential building in close proximity to the downtown core, located in close proximity to a municipal bus route, is in close proximity to the trail system, and supports alternative methods of transportation. There are 42 bike racks and there is an EV Charging station, all supporting alternative transportation and providing for energy efficiencies in a changing climate.

With the provision of alternative housing style and tenure, there is parking for students who will be occupying the units and using municipal transit or using the municipal trails. In my professional opinion, the location and design of a proposed development that will provide for energy efficiencies, reduce carbon emissions by reducing the dependence on the vehicle and conforms with OP policies.

“6.1.14 Residential Intensification

To direct residential intensification to those areas of the City where transportation, municipal services, community facilities and goods and services are readily available.”

COMMENT:

The proposed 3 storey building with 46 residential units provides for alternative housing style and tenure in close proximity to municipal transit and will be on full municipal services. The site has excellent access to transit and active transportation routes and many commercial amenities are available in the neighbourhood.

In my professional opinion, the proposed ZBA will allow for development as an appropriate addition of residential intensification to this mixed density residential neighbourhood and conforms with relevant policies of the OP for Windsor.

“6.2.1.2 Types of Development Profile

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.”*

COMMENT:

In my professional opinion, the proposed 3 storey residential building with 46 residential units is considered a low profile building, consistent and compatible with the mix of heights and tenures within the neighbourhood in my professional opinion.

“6.3.1 Residential: Range of Forms & Tenures

- 6.3.1.1 *To support a complementary range of housing forms and tenures in all neighbourhoods.*
- 6.3.1.2 *To promote compact neighbourhoods which encourage a balanced transportation system.*
- 6.3.1.3 *To promote residential redevelopment, infill and intensification initiatives in locations in accordance with this plan.*
- 6.3.1.5 *To provide for complementary services and amenities which enhance the quality of residential areas.”*

COMMENT:

The proposal is a residential intensification and infill on a lot in a predominately residential neighbourhood. The construction of 46 high quality residential apartment units provides for an alternative style and tenure of housing that is needed within the City. The new building is an efficient and effective use of a small footprint of land. The units are considered small bachelor units that will be appealing to the senior university student that is looking for quiet and privacy or the young professional that works in the downtown area.

In my professional opinion, the proposed ZBA provides for a compact and efficient development that is well suited to the existing mixed-height and density neighbourhood, in conformity with the OP.

“6.3.2.1 Permitted Uses

Uses permitted in the Residential land use designation identified on Schedule D: Land Use include Low Profile, and Medium Profile dwelling units. High Profile Residential Buildings shall be directed to locate in the City Centre, Mixed Use Centres and Mixed-Use Corridors.”

“6.3.2.4 Locational Criteria

Residential intensification shall be directed to the Mixed Use Nodes and areas in proximity to those Nodes. Within these areas Medium Profile buildings, up 4 storeys in height shall be permitted. These taller buildings shall be designed to provide a transition in height and massing from low-profile areas. New residential development and intensification shall be located where:

- a) there is access to a collector or arterial road;*
- b) full municipal physical services can be provided;*
- c) adequate community services and open spaces are available or are placed;*
- and*
- d) public transportation service can be provided.”*

COMMENT:

The neighbourhood is comprised of a mix of densities, height and height profiles. The height of the proposed building is 3 storeys making the profile low consistent with the adjacent neighbours.

The building fronts an arterial road of Riverside Drive with high connectivity to other neighbourhoods and to the City Centre and the University of Windsor. The building is located on a corner lot providing for transition from the high profile buildings on Riverside Drive, the 3 storey residence at 2081; the 2 storey residence at 2135; and the 3 storey building at 2135 and 2161 Riverside Drive.

Water and sanitary services are available to the site without need for extension. The proposed development, with the ZBA, in my opinion will conform with the relevant policy of the Official Plan. There is significant parkland across Riverside Dr. with the Windsor Riverfront trail and the statue park as well as the Atkinson Park with a pool, soccer pitch and skating rink to the east of the property.

In my professional opinion, the new building meets the locational criteria of the OP for the establishment of residential intensification within an existing neighbourhood.

“6.3.2.5 Evaluation Criteria for a Neighbourhood Development Pattern

At the time of submission, the proponent shall demonstrate to the satisfaction of the Municipality that a proposed residential development within an area having a Neighbourhood development pattern is:

- (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) adjacent to sources of nuisance, such as noise, odour, vibration and dust;*
 - (iii) within a site of potential or known contamination;*
 - (iv) where traffic generation and distribution is a provincial or municipal concern; and*
 - (v) adjacent to heritage resources.**
- (b) In keeping with the goals, objectives and policies of any secondary plan or guideline plan affecting the surrounding area;*
- (c) In existing neighbourhoods, compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and amenity areas. In Mature Neighbourhoods as shown on Schedule A-1, compatible with the surrounding area, as noted above, and consistent with the streetscape, architectural style and materials, landscape character and setback between the buildings and streets;*
- (d) provided with adequate off street parking;*
- (e) capable of being provided with full municipal physical services and emergency services; and*
- (f) facilitating a gradual transition from Low Profile residential development to Medium and/or High-Profile development and vice versa, where appropriate, in accordance with Design Guidelines approved by Council.”*

COMMENT:

The subject site, as discussed above, is an appropriate location for the inclusion of a new low profile residential building:

- The subject lands are not within a development constraint area or within a natural heritage area;
- The 46 residential rental apartments will provide for needed alternative housing with access to nearby university, commercial, restaurants, and businesses.
- The proposed development is compatible in size, scale and massing with the existing buildings in the neighbourhood.
- The Traffic Study has determined that the parking is in compliance with the CZB 8600 and sufficient for the site, supporting and encouraging the use of the trail for walking and biking.
- The site is serviced by municipal water and sewer and there is existing capacity available for the proposed development.

With the ZBA, the development, in my professional opinion, conforms with the policy of the OP.

“6.5.1.8 Objectives: Residential Intensification

To promote residential intensification with Medium and High-Profile buildings to meet the housing needs of the City in appropriate areas in proximity to municipal services, transit and employment areas.”

COMMENT:

In my professional opinion the proposed 3 storey residential building satisfies the OP objective of residential intensification in an appropriate area with proximity to municipal services, transit, and employment opportunities.

“6.5.3.1 Permitted Uses

Uses permitted in the Mixed-Use Corridor land use designation are primarily retail, wholesale store (added by OPA 58, 24 07 2006) and service oriented uses and, to a lesser extent, office uses. Medium and High Profile residential uses either as stand-alone buildings or part of a commercial-residential mixed use buildings shall be throughout the Corridors.”

COMMENT:

In my professional opinion, the proposed 3 storey, 46 unit residential building conforms to the permitted uses of the OP.

6.5.3.3 Street Presence

Council will encourage Mixed-Use Corridor development to provide a continuous street frontage and presence. Accordingly, development along a Mixed-Use Corridor shall be:

- (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 By-law Amendment.*
- (c) encouraged to locate the buildings at the street frontage lot line with parking accommodated at the rear of the site.”*

COMMENT:

The proposed building will be located at the established building line along Riverside Drive and with a reduced street line to Rankin Avenue, creating a street presence and welcoming residential building. The building is low profile and compatible and consistent with the neighbourhood. The new building is sensitive and profiles heritage features that provides for compatibility with heritage buildings within the neighbourhood.

There are existing buildings in the neighbourhood of a similar size, scale, and massing to the proposed development. There are also other buildings in the neighbourhood with high profile, medium profile and low profiles. In my professional opinion, the requested 3 storey building is proposed for the appropriate location and will be compatible with the existing neighbourhood.

The site will be extensively landscaped and will have a roof top terrace providing amenity space for the building and for tenants.

In my professional opinion, the new building will be an attractive and appropriate addition to a pedestrian oriented, mixed-density neighbourhood.

“6.5.3.8 Design Guidelines

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 the Mixed-Use Corridor. Where Council deems it desirable that higher profile development be permitted in an existing Mixed-Use 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; and*
- (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.*
- (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.”*

COMMENT:

The 3 storey building will be of a similar size and massing to buildings already existing within the neighbourhood. The building will be extensively landscaped to create an attractive street presence. Pedestrian entrances will be located at both the east and west sides of the building with the main access from Rankin Avenue.

In my professional opinion, the proposed development will be an attractive, pedestrian oriented building that will be an asset to the neighbourhood while providing for needed alternative housing and provide for a healthy mix of housing.

The proposed ZBA in my professional opinion, will conform with the intent of the Official Plan policies by providing for new residential building that is compatible to the existing neighbourhood.

“10.2.20.2 The Urban Design Brief should provide an analysis of the design rationale for the building, landscape, and site design elements of the proposed development and explain why the proposed development represents the optimum design solution. Discussion should consider the following:

- i) How the design of the proposed development meets the intent of the City’s applicable urban design guidelines and policies;*
- ii) How the design addresses existing site conditions and constraints such as lot size, grading, or natural heritage features;*
- iii) How the design of the proposed development integrates with the existing neighbourhood and enhances its function and aesthetics; and,*

- iv) *How the design of the proposed development will influence and integrate with future development in the neighbourhood.”*

COMMENT:

The design of the proposed building is pedestrian oriented, with 2 pedestrian entrances on both the sides of the building. There will be 12 parking spaces, 42 bike parking spaces to encourage the use of bikes and the trail system directly across the street from the building. The proposed development will encourage future development with a pedestrian orientation by increasing the density of the neighbourhood in a manner that is supported and sustainable.

The orientation of the building provides for a positive streetscape and minimizes impact on the neighbourhood. There are no balconies and there will be a board fence separating the building from the neighbour.

In my professional opinion, the orientation provides for compatibility and sensitivity to the existing neighbourhood uses while providing for a pedestrian oriented, positive addition to the neighbourhood of an infill development, conforming with the principals of design.

“10.2.20.3 The Urban Design Brief should include a written description, plans, elevations, diagrams, and/or photographs to illustrate the design choices of the proposed development and site design. Depending on the scale of the development proposal explain how the applicable design considerations have been addressed:

- i) *Street and block pattern (e.g., connectivity, pedestrian access);*
- ii) *Lot sizes;*
- iii) *Building orientation and site layout;*
- iv) *Built form, height, scale, and massing;*
- v) *Building articulation and detailing;*
- vi) *Building materials;*
- vii) *Setbacks from adjacent properties and the street;*
- viii) *Building step back (if applicable);*
- ix) *Building transition to adjacent neighbourhoods;*
- x) *Heritage considerations (if applicable);*
- xi) *Location of parking (surface or underground), driveways, ramps, drop-off areas;*
- xii) *Access to transit;*
- xiii) *Bicycle parking/storage;*

- xiv) *Location of servicing, garbage, organics, and recycling storage and collection, and loading areas;*
- xv) *Streetscape elements (e.g., boulevard design, landscaping, street furniture, public art, signage, lighting, etc.); and,*
- xvi) *On-site landscaping and buffering.”*

COMMENT:

The proposed low profile, 3 storey building will be located at the established building line along Riverside Dr and near the streetline at Rankin. There are pedestrian entrances on both the west and east sides of the building, which will connect with the paved sidewalks along Rankin Ave and Riverside Dr. A bike rack with 42 spaces along the interior of the building will promote cycling and a reduction of parking supports the student housing while ensuring the site is maintains tidiness.

The building is located across the street from the Riverside trail, is in close walking distance to municipal bus stops and to a major arterial road. The building will be compatible in size, scale, and massing with the existing neighbourhood.

In my professional opinion, the proposed multi-unit building is an attractive and environmentally responsible design that is compatible with its neighbourhood.

COMMENT:

The ZBA will support, in my professional opinion, needed alternative housing tenure and style as an infilling development within a mixed residential neighbourhood. **In my professional opinion, the requested ZBA will provide a regulatory framework for the proposed building and conforms with the relevant OP policies.**

COMMENT:

In my professional opinion, the requested site-specific ZBA conforms with the relevant policies of the Official Plan for the City of Windsor and based on the evaluation noted above, the new building and development conforms with relevant policies of the Official Plan for Windsor. The proposed development is consistent with the intent of the OP policies in the support of the establishment of sound, alternative housing in the city.

7.0 CITY OF WINDSOR ZONING BYLAW

The subject lands are zoned 'Residential District 2.2 (RD2.2)' in the City of Windsor CZB 8600. In order to use the lands for low profile residential purposes, a Zoning By-law Amendment (ZBA) is required to rezone the subject lands from 'Residential District 2.2 (RD2.2)' to 'Residential District 2.2-# (RD2.2-#)' under the City of Windsor Comprehensive Zoning By-law 8600 (CZB).

PROVISION	(RD2.2) PROVISIONS	PROPOSED
PERMITTED BUILDINGS	One Multiple Dwelling containing a maximum of four dwelling units	One Multiple Dwelling containing a maximum of 46 dwelling units
Lot frontage (min)	18 m	21.9 m
Lot area (min)	540 m ²	1,247 m ²
Building height (max) (11.2.5.4.4)	9.0 m	11.71 m
Lot Coverage (max)	45%	44%
Dwelling Unit Density (max)	4 UNITS	46 UNITS
Front yard depth (min)	6 m	7.41 m
Side yard width (min) (11.2.5.4.7)	1.8 m	1.83 m (east side yard)
Rear yard width (min)	7.5 m	18.5 m
Parking – Section 24.20.5 (University Student accomodation)	12 spaces	12 spaces
Bike Parking	2	3 spaces as required 39 bonus spaces
Loading Spaces (24.40.1.5)	1 space	0 space
Bike Parking Setback - Interior Side Yard (24.30.20.3.2)	1.8 m	1.8 m
Parking Space Setback - Interior Side Yard (25.5.20.1.3)	0.9 m	1.3 m
Parking Space Setback - Streetline (25.5.20.1.2)	3.0 m	3.15 m
Parking Space Setback - Habitable window (25.5.20.1.6)	4.5 m	1.5 m

Parking Space Setback - Alley (25.5.29.1.3)	0.9 m	0.0 m
Access Lane Width into Parking Area (min)	3.5 m	3.75 m
Number of visitor Parking (24.22.1.1)	1	1
Refuse Bin not permitted in interior side yard (5.2.20.20)	1.8 m	1.8 m

The Zoning Bylaw Amendment purports to maintain the existing 'Residential District 2.2 (RD2.2)' while applying new provisions to create a site specific 'Residential District 2.2-# (RD2.2#)' with following minor adjustments for site specific regulations:

PERMITTED BUILDING AND DENSITY: One multiple dwelling with 46 dwelling units

BUILDING HEIGHT: 11.71 m

LOADING SPACES: 0 spaces

PARKING SPACE SETBACK WINDOW: 1.5 m

PARKING SPACE SETBACK ALLEY: 0.0m

The above provisions being added to the (RD2.2) zone as site specific provisions will allow for the maintenance of a zone that exists for the neighbourhood while making minor adjustments through a ZBA to permit the residential development of a low storey multiple unit dwelling.

The property is located within a mix of densities from low to very high residential density: there are also low profile, medium profile and high profile residential apartments within the neighbourhood. The building is located adjacent to other 3 storey profile buildings and two storey buildings, like and similar building profiles providing for compatibility of the proposed building with the neighbourhood.

The proposed 3 storey residential multiple dwelling with small, efficient studio units will provide for a mix of housing styles and tenures required for a healthy community.

As discussed in the urban design subsection above, the 46 units are defined as small studio units intended to support senior university students with quick and easy access to downtown and the university utilizing the Riverfront Trail.

“STUDENT RESIDENCE means a dwelling operated and maintained by a college or a university and may include a common area, cooking facility or dining facility. A college student residence or university student residence is a student residence.” (Bylaw 8600 Definition)

Parking has been provided consistent with the intent of the Student Housing provision of the Bylaw. compliance with the CZB and supports the use of municipal transit and the walkable healthy community. University students typically do not have cars. There are municipal parking lots within close proximity should the residents acquire a car and need parking. The front yard allows for a minimum 6 m setback for the new building. This building will be setback 7.41 m to respect the established front yard setback of the existing building line.

COMMENT:

After review and evaluation of the CZB for the City of Windsor, the proposed ZBA will allow the site development to comply with the ‘Residential District 2.2 (RD2.2-#)’ site specific zone as student accomodation.

It is therefore my professional opinion that the requested ZBA to establish the (RD2.2-#) regulatory framework for the subject lands meets the intent of the CZB for the City of Windsor and the development will comply with the Bylaw 8600 once the ZBA is passed.

8.0 SUMMARY AND CONCLUSIONS

In my professional opinion, a Zoning Bylaw Amendment (ZBA) is required to change the permissible land use on the site to allow for a low profile residential multi-unit building at 3 storeys with 46 residential units.

The Zoning Bylaw Amendment purports to change the regulatory framework applied to the property from 'Residential District 2.2 (RD2.2)' to a new 'Residential District 2.2-# (RD2.2-#)' site specific zone.

The proposed building will provide for needed, alternative rental housing within walking distance to the downtown core area and to the University of Windsor accessing a municipal trail located in close proximity. The units are small studio units that support the senior university student looking for a separate residential unit while providing for affordability. The proposed building will have a compact residential form that will reduce the consumption of land and make efficient use of energy resources and existing municipal services while providing for modest intensification.

The proposed building height and density is compatible with the neighbourhood and will create a building style, design and height that is comparable and consistent with both existing and proposed residential apartment buildings in the neighbourhood.

The proposed residential apartment building will promote active, healthy community with the excellent access to commercial uses, institutional uses, numerous sports facilities, outdoor parks, and restaurants. The site is in close proximity to municipal transit and municipal trail system.

The proposed residential multi-unit dwelling building will provide for needed alternative housing supporting diversity in housing in the City. The ZBA will support the City's residential policy initiatives by establishing a 46 unit residential apartment building that will provide alternative housing in Windsor. The ZBA will support the province and municipality's initiative to provide for a residential development promoting a healthy, walkable community.

8.1 GOOD PLANNING

The new development is intended as a low profile residential development providing alternative housing tenure and style for a diverse housing option as an alternative to the single detached residence to the typical single detached residences found in Windsor.

The bylaw exceptions can be considered adjustments to facilitate mainly parking as determined consistent with the bylaw for student housing with 1 visitor parking space. The bylaw exceptions are looked at for their impact to the neighbourhood and in my professional opinion, can be considered minor and a positive addition and will not have a negative impact on the neighbourhood as examined through this report.

The proposed low profile, 3 storey (11.7 m) building with gentle density in my professional opinion, is compatible with the mixed residential profiles of the neighbourhood while providing for new, affordable housing for students. The development, in my professional opinion, will result in a positive addition in the established neighbourhood. The proposed new residential building will provide for a compatible development to other high and medium profile residential buildings on adjacent lands; will provide an aesthetically pleasing development; will assist with rejuvenating the neighbourhood; will provide for university students for small unit housing; and will provide for needed alternative residential housing tenure supporting the healthy diversification of housing accommodation in the City of Windsor.

In my professional opinion, the requested ZBA makes sound planning and the necessary amendment is supportable.

8.2 CONCLUSIONS

Given the foregoing assessment and my evaluation of the proposal in relation to the PPS 2020, the City of Windsor Official Plan and the Comprehensive Zoning By-law, in my professional opinion the proposed Zoning By-law Amendment (ZBA) is consistent with policies of the PPS, OP, and regulations found in the Zoning By-law.

In addition, it is my professional opinion that the proposed Zoning By-law Amendment (ZBA) is appropriate and desirable within this policy framework as it will facilitate development of the site while also implementing the proposals included in this Planning Justification Report dated November 28, 2024.

The proposal will comply with the Zoning Bylaw Amendment (ZBA) with the passing of the site specific ZBA by establishing a regulatory framework under the 'Residential District (RD2.2-#) zone. The ZBA provides a compatible residential rental apartment building and needed residential accommodation supporting a diversity of housing tenures and styles within the municipality and the neighbourhood.

In my professional opinion the requested ZBA:

- 1) is consistent with the policies of the 2024 Provincial Policy Statements;
- 2) conforms with the intent of the relevant policies of the City of Windsor Official Plan;
- 3) maintains the intent of City of Windsor CZB 8600 and when the ZBA is passed, it will establish the regulatory framework required for the development to comply with the CZB;
- 4) makes sound planning.

I hereby certify that this report was prepared by Jackie Lassaline RPP MCIP, a Registered Professional Planner within the meaning of the Ontario Professional Planners Institute Act, 1994.

Lassaline Planning Consultants Inc.

Jacqueline Lassaline

Jackie Lassaline BA MCIP RPP
Principal Planner

APPENDIX A – OPEN HOUSE COMMENTS

OPEN HOUSE NOTICE:

July 15 2024

**RE: PUBLIC CONSULTATION MEETING
PROPOSED DEVELOPMENT – 2121 RIVERSIDE DRIVE**

Dear Neighbouring Resident:

I am the owner of the property located at 2121 Riverside Drive (more specifically shown by the attached map). I am looking to develop this property with a beautifully designed 3 storey residential apartment building with 46 single, studio apartments within the building,

I am in the process of completing a Zoning Bylaw Amendment (ZBA) application, but prior to applying to the City of Windsor Planning Department, I would like to take the opportunity to meet with you to discuss the application. This meeting will give you the opportunity to review the proposal with my professionals and to address any questions you may have regarding the ZBA and share with me any feedback you may have regarding the planned development. My planner and I will gather your comments for consideration and incorporate them into the development where possible, feasible and appropriate.

WHEN: Wednesday, July 31st between 5:00PM to 7:00PM
WHERE: 2121 Riverside Drive, Windsor

We encourage you to walk to the meeting being held in my home. If you require parking, please let me know in advance so we can ensure there are spaces available.

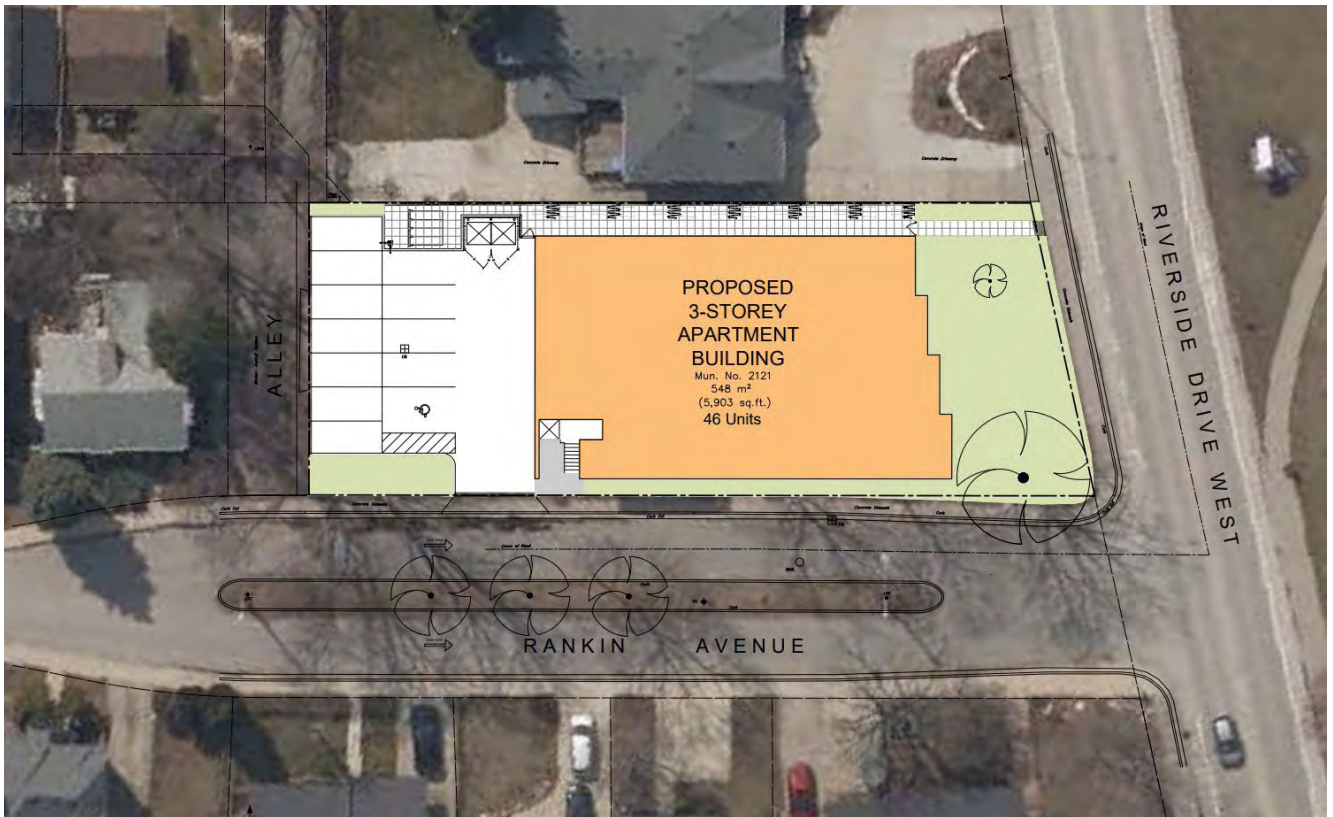
Please note this meeting is an informational meeting based on preliminary development plans, which may be altered prior to final submittal of the application to the City. However, these plans were developed to give you an understanding of the look and scale of this development. I look forward to discussing this proposal with you in detail.

If you are unable to attend the meeting in person, you may reach out to my Planning Consultant, Jackie Lassaline: 519-563-8814 or jackie@lassalineplan.ca

Sincerely,

Marko Agbaba

519-999-9425 or aqbabaholdings@gmail.com



APPENDIX B – SHADOW STUDY

MEO & ASSOCIATES INC.

Architectural & Engineering Consultants, Project Managers

825 Kingsway Drive | Burlington, Ontario, Canada L7T 3H8 | tel 905-632-6952
web www.meogroup.net | e-mail mpiskovic@meoassociates.com | fax 905-632-8870

April 10, 2024

RE: SHADOW IMPACT STUDY
PROPOSED MULTI-FAMILY RESIDENTIAL BUILDING
2121 RIVERSIDE DR. W., WINDSOR, ONTARIO

Attention: Mr. Marko Agbaba

I am writing to provide further clarity regarding the potential shadow impact of the proposed development. For your reference, please consult our shadow study drawings which illustrate the projected shadow extents at various times throughout the day on the 21st of March, June, September and December.

These drawings depict the annual range of shadows, with the longest shadows occurring in December and the shortest in June. Typically, March and September represent average conditions in terms of shadow length.

Regarding the impact on the surrounding single-family houses' rear yards (outdoor living spaces), the following observations can be made:

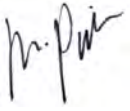
- March 21
 - *2135 Riverside Dr. W.*: Minimal shadow is observed at the southeast corner of the house adjacent to the east property line between the hours of 8:00-10:00
 - *2081 Riverside Dr. W.*: Shadow is cast in the rear yard during the late afternoon at 18:00 hours
- June 21
 - *2135 Riverside Dr. W.*: Minimal shadow is observed at the southeast corner of the house adjacent to the east property line during the early morning hours
- September 21
 - *2135 Riverside Dr. W.*: Minimal shadow is observed at the southeast corner of the house adjacent to the east property line during the early morning hours
 - *2081 Riverside Dr. W.*: Shadow is cast in the rear yard during the late afternoon at 18:00 hours
 - *126 and 136 Rankin Ave.*: Shadow is cast in the rear yards during the late afternoon at 18:00 hours
- December 21
 - *2081 Riverside Dr. W.*: Shadow is cast in the rear yard after 15:00 hours
 - *126 Rankin Ave.*: Shadow is cast in the rear yard after 14:30 hours

Overall, the shadows generated by the proposed development are anticipated to have minimal impact on the neighbours' rear yards.

If you have any questions or require any additional information, please call or email me.

Yours Truly,

MEO & ASSOCIATES INC.

A handwritten signature in black ink, appearing to read 'M. Piskovic', is positioned below the company name.

PER: Michael J. Piskovic, Architect, OAA



9:00



11:00



13:00



15:00



16:00

Shadow Study – 2121 Riverside Drive West

Meo & Associates Inc.



DECEMBER 21



8:00



10:00



12:00



14:00



16:00



18:00

Shadow Study – 2121 Riverside Drive West

Meo & Associates Inc.



JUNE 21



8:00



10:00



12:00



14:00



16:00



18:00

Shadow Study – 2121 Riverside Drive West

Meo & Associates Inc.



MARCH 21



8:00



10:00



12:00



14:00



16:00



18:00

Shadow Study – 2121 Riverside Drive West

Meo & Associates Inc.



SEPTEMBER 21

APPENDIX C - LETTER FROM THE UNIVERSITY OF WINDSOR



Vice-President, Finance & Operations
Assumption Hall, Room 128
400 Huron Church Road
Windsor, Ontario N9C 2J9
T 519-253-3000 (x 2092)

March 6, 2025

City of Windsor
Development & Heritage Standing Committee
350 City Hall Square West
Windsor, Ontario N9A 6S1

Re: Proposed River Vista Project , 2121 Riverside Dr

Dear Sir/Madam:

We are pleased to learn of the intentions of the River Vista project regarding a proposed new housing construction on Riverside Drive.

The University of Windsor strongly believes that the city would benefit from additional housing inventory, especially those that bring a level of diversity, accessibility and affordability to the post-secondary students who wish to reside in close proximity to the University's main campus. Being a comprehensive University with student populations from Undergraduate to PhD, and drawing students from both locally and abroad, we have seen that students are demanding a wider variety of housing options, sizes and models that suit their particular needs. The University of Windsor is firmly committed to the continued increase of affordable housing in Windsor.

Undeniably, having quality, diverse and accessible housing inventory plays a key role in our community, and we would certainly be delighted to see these types of plans take shape to the benefit of both the University and broader Windsor-Essex communities.

Sincerely,

A handwritten signature in black ink, appearing to read 'Gillian Heisz'.

Gillian Heisz
Vice-President, Finance & Operations

CC: Charlie Simpkins, Director, Strategic Initiatives & Business Enterprise