

PLANNING RATIONALE REPORT

SCOPED

ZONING BY-LAW AMENDMENT

PROPOSED RESIDENTIAL DEVELOPMENT

0 Watson Ave and 0 Wyandotte Street East
City of Windsor, Ontario

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Prepared by:



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1.0 INTRODUCTION

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

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

One parcel of land is located on the west side of Watson Avenue between Menard Street and Wyandotte Street East. The other parcel of land is located on the east side of Watson Avenue and on the north side of Wyandotte Street East.

It is proposed to merge the parcel of land to the north (0 Watson Avenue) with the lands to the south (0 Wyandotte Street East) in order to develop for residential use.

The Site is proposed to be used for residential purposes.

It is proposed to construct a new 6 storey multiple dwelling (apartment) with 105 residential dwelling units on the Site.

A total of 134 parking spaces are proposed, with access from Watson Ave. and Wyandotte St. E.

The lands to the south (0 Wyandotte Street East) were re-zoned in 2024 (Z 035-24 [ZNG-7243]). The lands to the north (0 Watson Avenue) were not included at the time of the 2024 re-zoning.

A Zoning By-law Amendment (ZBA) is required in support of the proposed development.

The purpose of the ZBA is to change the zoning of the lands to the north (0 Watson Avenue) to the same zoning as the lands to the south (0 Wyandotte Street East) and to permit relief for landscaped open space for the entire proposed development.

Once the ZBA application has been approved, the Applicant will proceed with a Site Plan Control Application (SPC) prior to any site alterations or building permit.

No pre-consultation (stage 1) or pre-submission (stage 2) has been completed as the ZBA is minor and technical in nature.

Further, no informal public open house is proposed as part of this submission, as an open house was held as part of the ZBA for the lands to the south (0 Wyandotte Street East).

The purpose of this report is to review the relevant land use documents, including the Provincial Planning Statement 2024 (PPS), the City of Windsor Official Plan (OP), and the City of Windsor Zoning By-law (ZBL), as they pertain to the ZBA for the entire Site.

This Scoped PRR will show that the proposed development is suitable, consistent with the PPS, conforms to the intent and purpose of the OP and ZBL, and represents good planning.

2.0 SITE AND SURROUNDING LAND USES

2.1 Legal Description and Ownership

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

One parcel of land is located on the west side of Watson Avenue between Menard Street and Wyandotte Street East (see the area in **red** on Figure 1 – Site Location). The other parcel of land is located on the east side of Watson Avenue and on the north side of Wyandotte Street East (see the area in **blue** on Figure 1 – Site Location).

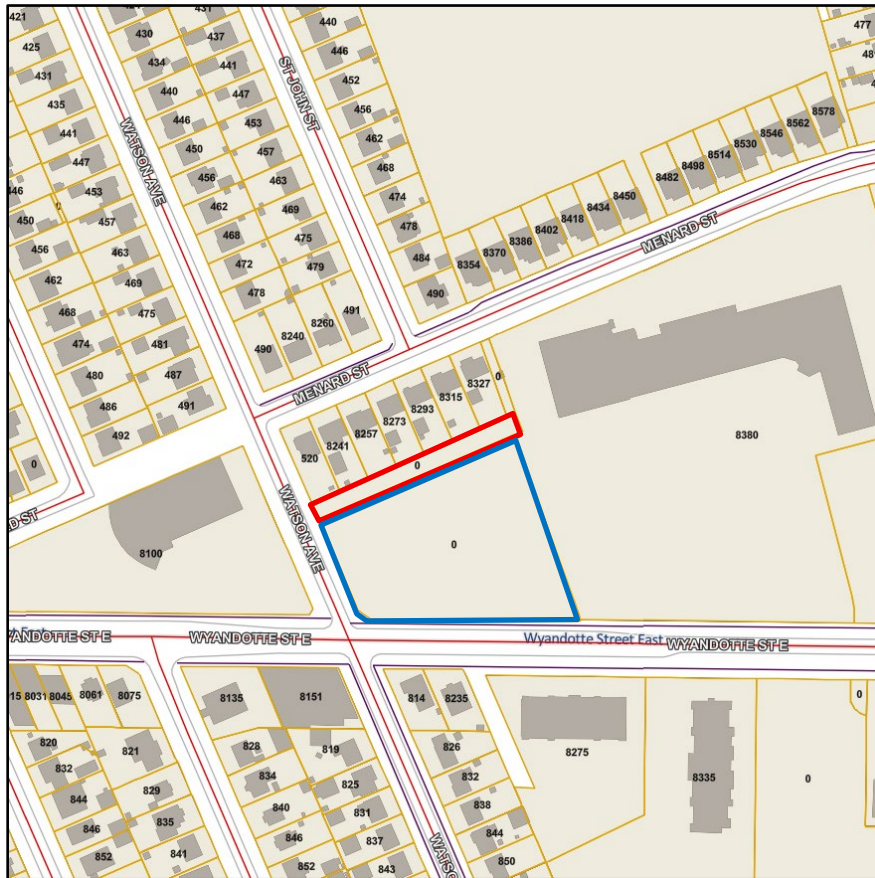


Figure 1 – Site Location (Source: Windsor GIS)

The parcel to the north is a remnant parcel of land purchased by the City of Windsor in 1998.

It is proposed to merge the parcel of land to the north (0 Watson Avenue) with the lands to the south (0 Wyandotte Street East) in order to develop for residential use.

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

Address	Legal Description	PIN	ARN	Owner	Purchased Date
0 Watson Avenue, City of Windsor, Province of Ontario	Part of Block "B" Registered Plan 1627 adjoining Part of Block "B" Registered Plan 1628	01066-01822	060-330-00200-0000	Baker Investments Limited	1998
0 Wyandotte Street East	PLAN 1628 BLK A	Unknown	3739-060-330-00100-0000	Murray-Colqueen Investments Limited amalgamated in Baker Investments Limited	1973

2.2 Physical Features of the Site

2.2.1 Size and Site Dimension

The entire Site, subject to the proposed ZBA application, consists of a total area of approximately 8,813.4 m², with 58.18 m along Watson Ave., and 108.48 m along Wyandotte St E.

2.2.2 Existing Structures and Previous Use

The Site is currently vacant.

The previous use is unknown.

2.2.3 Vegetation and Soil

The property currently has a mown lawn.

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

2.2.4 Topography and Drainage

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

The Site is part of the Windsor Area Drainage.

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

2.2.5 Other Physical Features

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

2.2.6 Municipal Services

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

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

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

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

2.2.7 Nearby Amenities

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

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

The closest library is the Riverside Public Library.

There is nearby shopping in the form of plazas and malls, as well as employment, medical facilities, places of worship, and local amenities.

2.3 Surrounding Land Uses

Overall, the Site is in an existing built-up area.

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

The following is a summary of the surrounding land uses:

North – The lands north of the Site are used for residential.

South – The lands south of the Site are used for residential and commercial.

East – The lands east of the Site are used for commercial.

West – The lands west of the Site are used for commercial.

3.0 PROPOSAL AND CONSULTATION

3.1 Development Proposal

It is proposed to merge the parcel of land to the north (0 Watson Avenue) with the lands to the south (0 Wyandotte Street East) in order to develop for residential use.

The Site is proposed to be used for residential purposes.

It is proposed to construct a new 6 storey multiple dwelling (apartment) with 105 residential dwelling units.

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

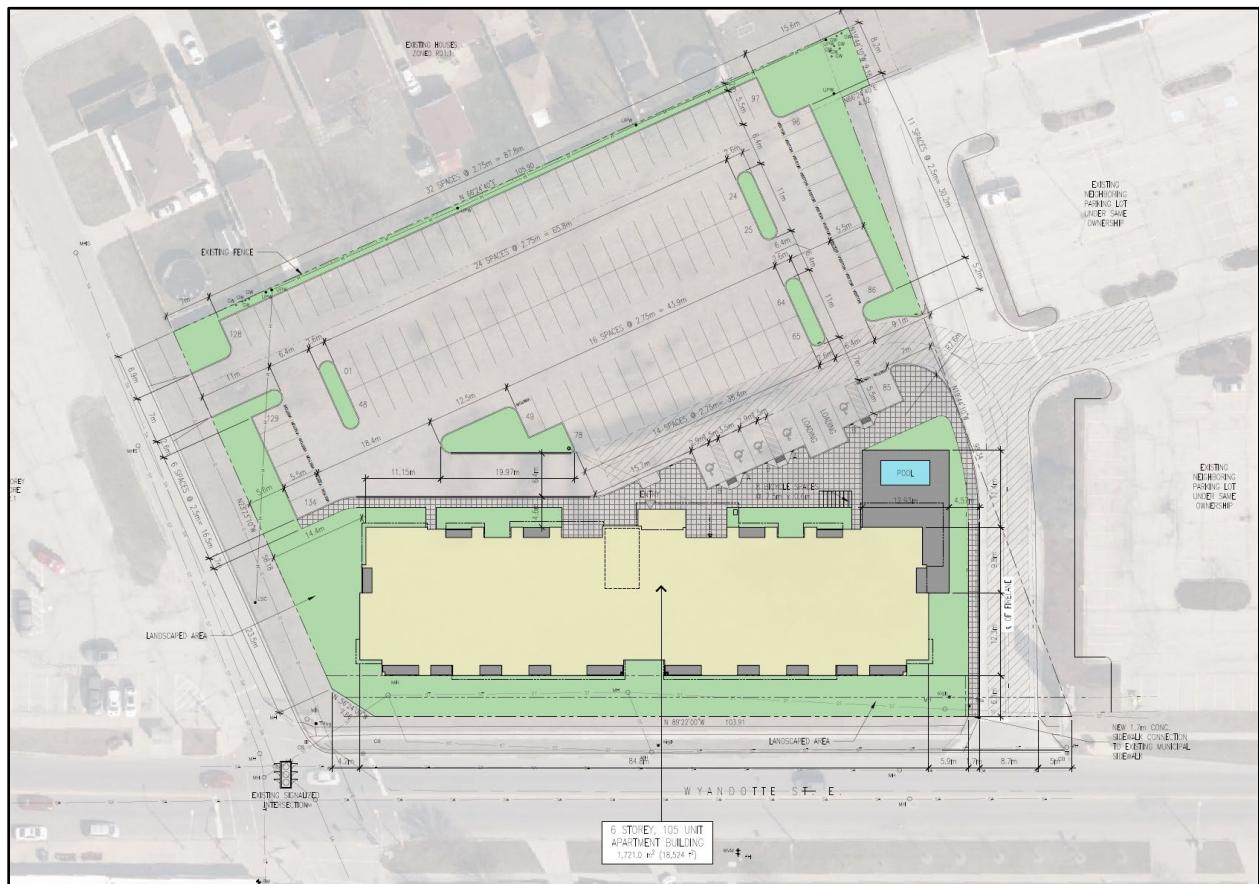


Figure 2a –Concept Plan

The proposed dwelling will face Wyandotte Street East.

A total of 134 parking spaces are proposed, with access from Watson Ave. and Wyandotte St. E.

Buffering will be provided in the form of setback (1.2 m), fencing and landscaping.

The Site will be serviced with full municipality services (sewer, water and storm).

3.2 Public Consultation Strategy

In addition to the statutory public meeting, the *Planning Act* requires that the Applicant submit a proposed strategy for public consultation with respect to an application as part of the complete application requirements.

Further, an open house was held on August 21, 2024, as part of the ZBA for the lands to the south.

Concerns at the time of the open house were focused on traffic, infrastructure, building design, intersections, and sidewalks.

It was also noted that buffering would be provided.

4.0 APPLICATIONS AND STUDIES

No pre-consultation (stage 1) or pre-submission (stage 2) has been completed as the ZBA is minor and technical in nature.

The following explains the purpose of the applications as well as a summary of the required support studies.

4.1 Zoning By-law Amendment

A Zoning By-law Amendment (ZBA) is required in support of the proposed development.

The purpose of the ZBA is to change the zoning of the lands to the north (0 Watson Avenue) to the same zoning as the lands to the south (0 Wyandotte Street East) and to permit relief for landscaped open space for the entire proposed development.

The lands to the south (0 Wyandotte Street East) were re-zoned in 2024 (Z 035-24 [ZNG-7243]). The lands to the north (0 Watson Avenue) were not included at the time of the 2024 re-zoning.

The current zoning of the lands to the north is the Residential District 1.1 (RD1.1) category, as shown on Map 14 of the City of Windsor Zoning By-law #8600.

The current zoning of the lands to the south is the Residential District 3.2 (RD3.2) category, as shown on Map 14 of the City of Windsor Zoning By-law #8600.

It is proposed to change the zoning of the entire Site to a site specific Residential District 3.2-XX (RD3.2-XX) category to permit the proposed multiple dwelling and permit the relief for landscaped open space.

The ZBA is detailed, and the justification is set out in Section 5.1.3 of this Scoped PRR.

4.2 Other Applications

Once the ZBA application has been approved, the Applicant will proceed with a Site Plan Control Application (SPC) prior to any site alterations or building permit.

4.3 Supporting Studies

The following studies have been completed in support of the proposed application.

4.3.1 Traffic

A Traffic Impact Brief (TIB) has been prepared by Paradigm, dated 2026-05-06.

The purpose of the report was to assess the proposed access arrangement, including the implications of having a single access only or two accesses, for traffic operations and access convenience. The assessment is based on reviewing existing conditions and the addition of development traffic.

It was concluded that it is appropriate for the proposed development to provide two access points as proposed.

4.3.2 Services

A Functional Servicing Report (FSR) was prepared by Aleo Associates Inc., Consulting Engineers, dated May 7, 2026.

The purpose of the report was to assess the impact of this development on the existing infrastructure.

It was concluded that the proposed development will be serviced with respect to water distribution, wastewater, and storm drainage without negatively impacting the existing municipal infrastructure.

5.0 PLANNING ANALYSIS

5.1 Policy and Regulatory Overview

5.1.1 Provincial Planning Statement

The Provincial Planning Statement, 2024 (PPS) provides policy direction on matters of provincial interest related to land use planning and development, providing for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environments.

The PPS was issued under Section 3 of the Planning Act and came into effect on October 20, 2024. The Planning Act requires that decisions affecting planning matters shall be consistent with policy statements issued under the Act.

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

PPS Policy #	Policy	Response
Chapter 1 - Vision	Ontario will increase the supply and mix of housing options, addressing the full range of housing affordability needs. Every community will build homes that respond to changing market needs and local demand. Providing a sufficient supply with the necessary mix of housing options will support a diverse and growing population and workforce, now and for many years to come.	The proposed development provides more housing. The parcel to the north was a remnant parcel which cannot be used for any other purpose due to its size.
Chapter 2.1.4 – Buildings Homes, Sustaining Strong and Competitive Communities	To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall: a) maintain at all times the ability to accommodate residential growth for a	The proposed development will help provide for a housing option and density to help meet the needs of the City. Full municipal services are available. The required studies have been prepared and

PPS Policy #	Policy	Response
	<p>minimum of 15 years through lands which are designated and available for residential development; and</p> <p>b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.</p>	<p>summarized in Section 4.3 of this PRR.</p>
2.1.6	<p>Planning authorities should support the achievement of complete communities by:</p> <p>a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;</p> <p>b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society;</p>	<p>The proposed development is consistent with the policy to achieve complete communities.</p> <p>There are nearby amenities available.</p> <p>The proposed development will provide for more housing.</p> <p>The Site has access to transportation, public service facilities, other institutional uses, and parks.</p> <p>Accessibility of the residential units will be addressed at the time of a building permit.</p>
2.2.1 - Housing	<p>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:</p> <p>a) establishing and implementing minimum</p>	<p>The proposed development is new housing for the area.</p> <p>The proposed development supports the City's targets to provide for more housing.</p> <p>The needs of the residents can be accommodated as the</p>

PPS Policy #	Policy	Response
	<p>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;</p> <p>b) permitting and facilitating:</p> <ol style="list-style-type: none"> 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3; <p>c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and</p> <p>d) requiring transit-supportive development and prioritizing</p>	<p>Site is located near local amenities.</p> <p>The Site offers an opportunity for intensification and infilling of a vacant parcel of land.</p> <p>Buffering can be provided.</p> <p>The proposed density is appropriate for the Site.</p> <p>Residents will have access to nearby transit.</p> <p>The Site was always intended for residential development.</p>

PPS Policy #	Policy	Response
	intensification, including potential air rights development, in proximity to transit, including corridors and stations.	
2.3.1.1 – Settlement Area	Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.	The Site is located in an existing settlement area of the City of Windsor.
2.3.1.2	<p>Land use patterns within settlement areas should be based on densities and a mix of land uses which:</p> <ul style="list-style-type: none"> a) efficiently use land and resources; b) optimize existing and planned infrastructure and public service facilities; c) support active transportation; d) are transit-supportive, as appropriate. 	<p>The Site will be efficiently used.</p> <p>Infrastructure and service facilities are available.</p> <p>The Site is located close to major roadways.</p> <p>There are transit services close to the Site.</p> <p>The required studies have been prepared and summarized in Section 4.3 of this PRR.</p>
Chapter 3.1.1 – Infrastructure and Facilities	Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs.	<p>The proposed development has access to full municipal services.</p> <p>The required studies have been prepared and summarized in Section 4.3 of this PRR.</p> <p>There are nearby public service facilities.</p>
3.3.3 - Transportation	Planning authorities shall not permit development in planned corridors that could preclude or negatively affect	The proposed development will not have a negative impact on nearby

PPS Policy #	Policy	Response
	the use of the corridor for the purpose(s) for which it was identified.	transportation and infrastructure corridors.
3.6.2	Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.	<p>The proposed development will be serviced by municipal sewer, water and storm, which is the preferred form of servicing for settlement areas.</p> <p>The required studies have been prepared and summarized in Section 4.3 of this PRR.</p> <p>Support studies will be provided as part of SPC approval.</p>
4.2 - Water	<p>Planning authorities shall protect, improve or restore the quality and quantity of water by:</p> <p>b) minimizing potential negative impacts, including cross-jurisdictional and cross-watershed impacts;</p>	<p>No water issues are anticipated.</p> <p>Support studies will be provided as part of SPC approval.</p>
Chapter 5.1.1 – Protecting Public Health and Safety	Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.	<p>There are no natural or human-made hazards that apply to this Site.</p> <p>There is no risk to the public.</p> <p>ERCA permits will be obtained.</p>

Therefore, the proposed development is consistent with the PPS and the Province's vision for long-term prosperity and social well-being.

5.1.2 Official Plan

The City of Windsor Official Plan (OP) was adopted by Council on October 25, 1999, approved in part by the Ministry of Municipal Affairs and Housing (MMAH) on March 28, 2000, and the

remainder approved by the Ontario Municipal Board (OMB) on November 1, 2002. The office consolidation version is dated September 7, 2012.

The OP implements the PPS and establishes a policy framework to guide land use planning decisions related to development and the provision of infrastructure and community services throughout the City.

The Site is part of the Riverside Planning District on Schedule A: Planning Districts & Policy Areas of the OP.

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

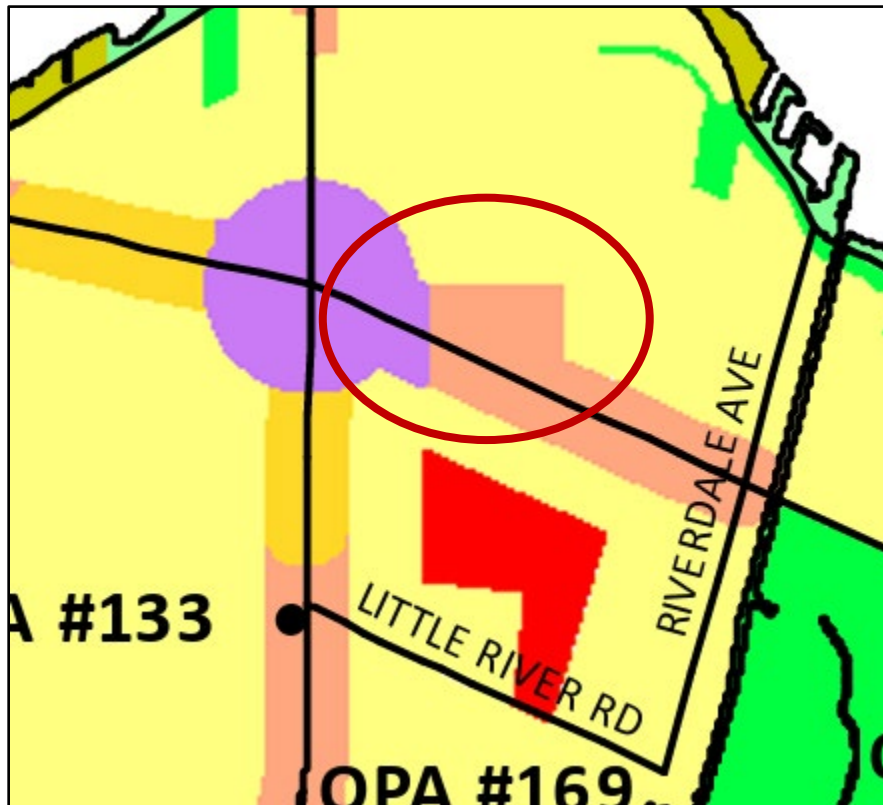


Figure 3 – OP

It is proposed to maintain the same land use designation.

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

OP Policy #	Policy	Response
3.2.1.2 – Development Strategy	Encouraging a range of housing types will ensure that	The proposed residential development supports one of

OP Policy #	Policy	Response
	people have an opportunity to live in their neighbourhoods as they pass through the various stages of their lives.	the City's overall development strategies of providing for a range of housing types.
4.0 – Healthy Community	The implementing healthy community policies are interwoven throughout the remainder of the Plan, particularly within the Environment, Land Use, Infrastructure and Urban Design chapters, to ensure their consideration and application as a part of the planning process.	<p>The proposed development will support the City's goal of promoting a healthy community in order to live, work, and play.</p> <p>The proposed development is close to nearby transit, employment, shopping, local amenities, and parks.</p>
6.5.3.1 – Mixed Use Corridor	<p>Uses permitted in the Mixed Use Corridor land use designation are primarily retail, wholesale store and service oriented uses and, to a lesser extent, office uses.</p> <p>Medium and High Profile residential uses either as standalone buildings or part of a commercial-residential mixed use buildings shall be throughout the Corridors.</p>	<p>Medium Profile is proposed based on the size of the Site, which is supported by this policy.</p> <p>The proposed development will be designed with a pedestrian orientation and foster a distinctive and attractive area identity.</p> <p>The design will address compatibility. It will take into consideration the transition between land uses using an appropriate amount of setbacks and buffering.</p>
6.5.3.4 – Infill & Consolidations	Council shall promote the infilling and consolidation of existing Mixed Use Corridors.	<p>The proposed residential development is a form of infill development.</p> <p>The City's Intensification Guidelines have been reviewed and considered as part of the design of the proposed development.</p> <p>The parcel to the north will merge with the parcel to the south.</p>

OP Policy #	Policy	Response
		<p>The parcel to the north was a remnant parcel which cannot be used for any other purpose due to its size.</p>
<p>6.5.3.6 – Location Criteria</p>	<p>Mixed Use Corridor development shall be located where: (a) there is access to Class I or Class II Arterial Roads or Class I Collector Roads; (b) full municipal physical services can be provided; and (c) commercial related traffic can be directed away from residential areas.</p>	<p>Access will only be from Watson Ave and Wyandotte St E.</p> <p>Full municipal services are available, which is the preferred type of servicing.</p> <p>The Site is flat, making it conducive for vehicle maneuvering.</p> <p>The required studies have been prepared and summarized in Section 4.3 of this PRR.</p>
<p>6.5.3.7 – Evaluation Criteria</p>	<p>At the time of submission, the proponent shall demonstrate to the satisfaction of the Municipality that a proposed commercial development is: (a) feasible having regard to the other provisions of this Plan, provincial legislation, policies and appropriate guidelines and support studies for uses: (i) within or adjacent to any area identified on Schedule C: Development Constraint Areas and described in the Environment chapter of this Plan; (ii) within a site of potential or known contamination; (iii) where traffic generation and distribution is a provincial or municipal concern; and (iv) adjacent to sensitive land uses and/or heritage resources. (b) in keeping with the goals, objectives and policies of any</p>	<p>This Scoped PRR has addressed the provisions of the OP and provincial legislation (Section 5.1.1).</p> <p>There are no development constraint areas.</p> <p>ERCA permits will be obtained.</p> <p>The required studies have been prepared and summarized in Section 4.3 of this PRR.</p> <p>Support studies will be prepared as part of SPC approval.</p> <p>There are no parking or traffic concerns.</p> <p>The required studies have been prepared and summarized in Section 4.3 of this PRR.</p>

OP Policy #	Policy	Response
	<p>secondary plan or guideline plan affecting the surrounding area; (c) capable of being provided with full municipal physical services and emergency services; (d) provided with adequate off-street parking; (e) compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and landscaped areas; and (f) acceptable in terms of the proposal's market impacts on other commercial areas (see Procedures chapter).</p>	<p>There are no secondary plans that impact the Site.</p> <p>The proposed development will include buffering, including setbacks, fencing and landscaping.</p> <p>The proposed reduction in landscaping is minor.</p> <p>Amenity space is provided.</p> <p>The proposed scale and massing do not cause any negative impact on the enjoyment of abutting properties (ie shadow).</p>
<p>6.5.3.8 – Design Guidelines</p>	<p>The following guidelines shall be considered when evaluating the proposed design of a Mixed Use Corridor development: (a) the ability to achieve the associated policies as outlined in the Urban Design chapter of this Plan; (b) the provision of appropriate landscaping or other buffers to enhance: (i) all parking lots, and outdoor loading and service areas; and (ii) the separation between the use and adjacent sensitive uses, where appropriate; (c) as a general rule, the height of buildings are consistent with the height of buildings which characterize the Mixed Use Corridor. Where Council deems it desirable that higher profile development be permitted in an existing Mixed Corridor, the development should be built at a human scale by utilizing one</p>	<p>The design and style of the proposed building will blend well with the scale and massing of the surrounding area.</p> <p>The majority of lands include a mix of commercial and residential uses.</p> <p>The lands to the north will include buffering.</p> <p>The Site will have pedestrian connections from the building to the parking area and to the roadway.</p> <p>The building will face Wyandotte St E.</p> <p>There are 2 proposed access points to the Site.</p> <p>Parking will be located at the rear of the Site with the required setback from the lot line.</p>

OP Policy #	Policy	Response
	<p>or both of the following measures: (i) treatment of the lower floors of building(s) to provide continuity; and/or (ii) setting back the upper floors of building(s) from the street to avoid overpowering effects at-grade; (d) where possible, parking is located in the rear of the property to encourage continuous building facades adjacent to the street; (e) measures are taken in site design which provide for ease of access for pedestrians between the public sidewalk and building main entrances in a manner which is distinguishable from access provided for vehicles; and (f) Council will adopt Design Guidelines that will assist in the design and review of development applications in a manner that will ensure implementation of these policies.</p>	<p>Pedestrian connections from the building to the parking area will be marked.</p> <p>The Site offers an opportunity for a new focal point.</p> <p>The proposed development will blend with the existing character of the surrounding area.</p> <p>The building will be located close to the roadway, creating an increase in setback from the abutting lands to the north.</p> <p>The proposed reduction in landscaping is minor.</p>
7.0 - Infrastructure	<p>The provision of proper infrastructure provides a safe, healthy and efficient living environment. In order to accommodate transportation and physical service needs in Windsor, Council is committed to ensuring that infrastructure is provided in a sustainable, orderly and coordinated fashion.</p>	<p>The proposed development is close to nearby transit, off a major roadway, and has access to full municipal services.</p> <p>The required studies have been prepared and summarized in Section 4.3 of this PRR.</p>
City of Windsor Intensification Guidelines, June 2022	<p>Mixed Use Corridors are located along Arterial or Collector Roads and are expected to accommodate Low and Medium Profile built forms that include mixed use, retail, office,</p>	<p>The City's Intensification Guidelines have been reviewed.</p> <p>The Site is located in a mixed use corridor.</p>

OP Policy #	Policy	Response
	and residential development.	The final design of the building is subject to the City of Windsor design guidelines.
3.1 - Transition	<p>Transition can be achieved through the regulations of the Zoning By-law through setbacks and height control. Through transition, the guidelines will consider:</p> <ul style="list-style-type: none"> • Buffering that typically includes fencing and/ or landscape plantings that abut property lines where the transition is most sensitive. • Mitigating issues of overlook/privacy, shadow impacts, and concerns about the visual impact of new buildings that are not the same character as the adjacent neighbourhood. • Applying setbacks, angular plane, or linking the height of buildings with the width of the road right-of-way. 	<p>Transition between uses can be provided with setbacks and buffering.</p> <p>Buffering, including fencing and tree plantings, will be reviewed at the time of SPC approval.</p> <p>The building will be brought close to the road in order to provide additional setback from the abutting residential use to the north.</p>
3.1 - Height	<p>Minimum and maximum building heights vary across the Mixed Use Centres, Nodes and Corridors and are outlined under Section 3.4 of the guidelines and defined in the Zoning By-law. In addressing height, these guidelines seek to:</p> <ul style="list-style-type: none"> • Protect and maintain established stable and mature residential areas. • Ensure buildings form an appropriately scaled and designed street wall that reinforces the desired character at the street level. • Ensure appropriate height taking into consideration existing and permitted heights; proportional relationships to 	<p>The ZBL will regulate the height.</p> <p>Section 3.4 of the guideline can be followed.</p> <p>The abutting residential uses will be protected with buffering, fencing and setbacks.</p> <p>The final design will be part of SPC approval.</p>

OP Policy #	Policy	Response
	streets; and, visual and physical impacts on pedestrians and adjacent areas.	
3.1 - Scale and Massing	As in height, the scale and massing of buildings (the size of buildings) must be designed to: <ul style="list-style-type: none"> • Provide a respectful adjacency to other buildings and open spaces. • Consider how the building fits within its context. • Create a comfortable "human scale" experience along the streetscape and allow for physical and visual permeability. 	The final design will be part of SPC approval.
3.2.2 – Mixed Use Corridors	Mixed Use Corridors can accommodate a full range of residential, office, recreational, entertainment cultural, and community uses and facilities over time. Mixed Use Corridors are the connective spines of the City and intensification is envisioned to develop as mixed use and transit supportive.	The Site is located in a mixed use corridor.
	1. Locate Low and Medium Profile forms of development and mixed uses along the Mixed Use Corridors and at gateways to create areas of community focus.	The Site is a corner lot and will create a new focus for the area.
	2. Ensure buildings relate to adjacent streets, particularly at transit stops. Block patterns should be permeable, providing access and frontage among buildings along the Mixed Use Corridors.	The proposed building will be brought close to the roadway.

OP Policy #	Policy	Response
	3. Design parking lots with planting strips and landscaped traffic islands, medians, or bumpouts to break up the expanse of hard surface areas.	The parking area will be located behind the proposed building.
	4. Design buildings to be compatible with, and sensitively integrated with the surrounding land uses and built forms. Ensure appropriate transition to adjacent uses and built forms.	<p>The final design will be part of SPC approval.</p> <p>Transition has been taken into consideration with setbacks, landscaping and buffering.</p> <p>The proposed reduction in landscaping is minor.</p>
3.4 – Building Form Guidelines	Medium Profile Buildings A Medium Profile building is any building generally no greater than six (6) storeys in height. A Medium Profile building can be a landmark, a prominent destination, or a focal point of a community that provides a transition between stable neighbourhoods and High Profile buildings.	<p>The proposed development is considered medium profile.</p> <p>The Site is a corner lot, which will create a landmark.</p>
11.6.3.1 – Zoning By-law Amendment Policies	All amendments to the Zoning By-law(s) shall conform with this Plan. The Municipality will, on each occasion of approval of a change to the zoning by-law(s), specify that conformity with the Official Plan is maintained or that the change will be in conformity upon the coming into effect of an amendment to the Official Plan.	<p>A Zoning By-law Amendment (ZBA) is required in support of the proposed development.</p> <p>The purpose of the ZBA is to change the zoning to the same zoning as the lands to the south.</p> <p>The proposed development will conform to the purpose and intent of the City of Windsor OP.</p>
11.6.3.3 – Evaluation Criteria	When considering applications for Zoning By-law amendments, Council shall consider the policies of this	This PRR has reviewed the relevant land use chapter in Section 5.1.2 of this Scoped PRR.

OP Policy #	Policy	Response
	Plan and will, without limiting the generality of the foregoing, consider such matters as the following: (a) The relevant evaluation criteria contained in the Land Use Chapter of this Plan, Volume II: Secondary Plans & Special Policy Areas and other relevant standards and guidelines; (b) Relevant support studies; (c) The comments and recommendations from municipal staff and circularized agencies; (d) Relevant provincial legislation, policies and appropriate guidelines; and (e) The ramifications of the decision on the use of adjacent or similar lands.	

Therefore, the proposed development will conform with the purpose and intent of the City of Windsor OP.

5.1.3 Zoning By-law

The City of Windsor Zoning By-law (ZBL) #8600 was passed by Council on July 8, 2002, and then a further Ontario Municipal Board (OMB) decision was issued on January 14, 2003.

A ZBL implements the PPS and the City OP by regulating the specific use of property and providing for its day-to-day administration.

According to Map 14 attached to the ZBL, the current zoning of the lands to the north is the Residential District 1.1 (RD1.1) category, and the current zoning of the lands to the south is the Residential District 3.2 (RD3.2) category (see Figure 4 – ZBL).

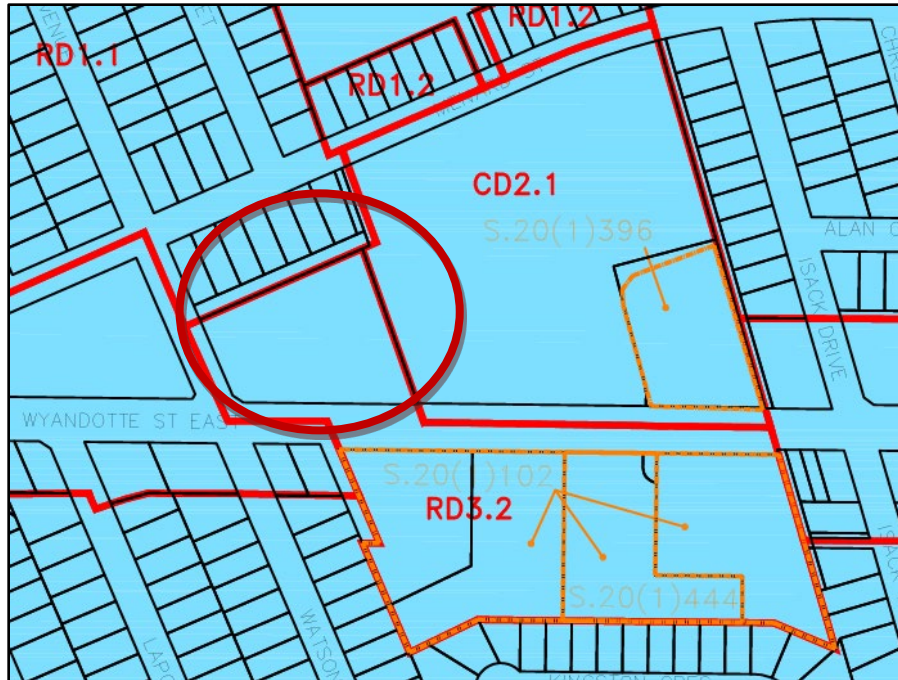


Figure 4 – ZBL

The purpose of the ZBA is to change the zoning of the lands to the north (0 Watson Avenue) to the same zoning as the lands to the south (0 Wyandotte Street East) and to permit relief for landscaped open space for the entire proposed development.

The lands to the south (0 Wyandotte Street East) were re-zoned in 2024 (Z 035-24 [ZNG-7243]). The lands to the north (0 Watson Avenue) were not included at the time of the 2024 re-zoning.

It is proposed to change the zoning of the entire Site to a site specific Residential District 3.2-XX (RD3.2-XX) category to permit the proposed multiple dwelling and permit the relief for landscaped open space.

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

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

Zone Regulations	Required RD3.2	Proposed RD3.2-XX (entire Site)	Compliance and/or Relief Requested with Justification
Permitted Uses	Lodging House Multiple Dwelling Religious Residence	one multiple dwelling	Subject to the ZBA.

Zone Regulations	Required RD3.2	Proposed RD3.2-XX (entire Site)	Compliance and/or Relief Requested with Justification
	Residential Care Facility Any of the following existing dwellings: Double Duplex Dwelling Duplex Dwelling Semi-Detached Dwelling Single Unit Dwelling Any use accessory to any of the preceding uses	and associated parking area	Applies to the lands to the north (0 Watson Ave).
Lot Frontage – minimum	30.0 m	58.18 m along Watson Ave	Complies
Lot Area – minimum	For a corner lot having a minimum frontage of 30.0 m on each of the exterior lot lines: a) For the first 5 dwelling units - 540.0 m ² b) For the next 19 dwelling units - 67.0 m ² per unit c) For each additional dwelling unit - 44.0 m ² per unit 540+67+3564 = 4,171.0 m²	8,813.4 m ²	Complies
Lot Coverage – maximum	35.0%	19.5 %	Complies
Main Building Height - maximum	Corner Lot - 24.0 m	23.9 m	Complies

Zone Regulations	Required RD3.2	Proposed RD3.2-XX (entire Site)	Compliance and/or Relief Requested with Justification
Landscaped Open Space Yard – minimum	35.0% of the lot area	30.0 %	Relief required. Applies to the entire Site. The difference is 5%. The proposed lot coverage of the Site is very low (19.5 %). The proposed reduction in landscaping is minor.
Dwelling Unit Density – dwelling units per hectare – maximum	For a corner lot having a minimum frontage of 30.0 m on each of the exterior lot lines – 188 units per ha 0.88134 ha x 188 units/ha = 165/ha	105 units per ha	Complies
Parking Requirements - minimum 24.20.5.1	Multiple Dwelling containing a minimum of 5 Dwelling units - 1.25 for each dwelling unit 105x1.25 = 131.25 (131 rounded down)	134	Complies
Visitor Parking – minimum 24.22.1	15 %	20 spaces	Complies
Barrier Free Parking – minimum 24.24.1.1	26 to 100 – 2% type A and 2% type B = 2 type A and 3 type B (5 in total)	2 type A and 3 type B = 5	Complies

Zone Regulations	Required RD3.2	Proposed RD3.2-XX (entire Site)	Compliance and/or Relief Requested with Justification
Bicycle Parking Spaces – minimum 24.30.1.1	20 or more - 2 for the first 19 spaces plus 1 for each additional 20 parking spaces = 2+4.45 =6.45 (6 rounded down)	8 spaces	Complies
Loading – minimum 24.20.1.5	Over 1,000 m ² to 7,500 m ² - 1	2	Complies
Parking Area Separation – minimum 25.5.20.1	.2 Any other street – 3.00 m	5.6 m – Watson Ave	Complies
	.3 An interior lot line or alley – 0.90 m	1.2 m – north lot line 4.5 m – east lot line	Complies
	.5 A building wall in which is located a main pedestrian entrance facing the parking area – 2.00 m	5.5 m	Complies
	.6 A building wall containing a habitable room window or containing both a main pedestrian entrance and a habitable room window facing the parking area where the building is located on the same	5.5 m	Complies

Zone Regulations	Required RD3.2	Proposed RD3.2-XX (entire Site)	Compliance and/or Relief Requested with Justification
	lot as the parking area – 4.50 m		

Therefore, the proposed development will comply with all zone provisions set out in the RD3.2 Zone.

The following relief is required:

- *To decrease the minimum landscaped open space of the lot area from 35% to 30%.*

6.0 SUMMARY AND CONCLUSION

6.1 Context and Site Suitability Summary

6.1.1 Site Suitability

The Site is ideally suited for residential development for the following reasons:

- The land area is sufficient to accommodate the proposed development,
- The Site is generally level,
- The Site will be able to accommodate municipal water, storm and sewer,
- Appropriate buffering can be provided,
- There are no anticipated traffic or parking concerns, and
- The location of the proposed development is appropriate.

6.1.2 Compatibility of Design

The proposed development will be compatible with the surrounding area.

The Site is capable of accommodating the proposed development in terms of scale, massing, height, and siting.

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

Parking, amenity areas, sidewalks and landscaping will be provided.

The proposed reduction in landscaping is minor.

6.1.3 Good Planning

The proposed residential use will provide a new housing choice in an existing built-up area.

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

The parcel to the north was a remnant parcel which cannot be used for any other purpose due to its size.

The Site was always intended for development.

6.1.4 Environment Impacts

The proposal does not have any negative impact on the natural environment.

6.1.5 Municipal Services Impacts

There will be no negative impacts on the municipal system as the proposed use will not add to the capacity in a significant way.

6.1.6 Social, Cultural, and Economic Conditions

The proposed development does not negatively affect the social environment, as the Site is in close proximity to major transportation corridors and nearby amenities.

Infilling an existing built-up area of the City contributes toward the goal of 'live, work and play' where citizens share a strong sense of belonging and a collective pride of place.

The proposed development promotes efficient development and land use patterns that sustain the financial well-being of the City.

The proposal does not cause any public health and safety concerns. ERCA permit will be obtained.

The proposal represents a cost-effective development pattern that minimizes land consumption and servicing costs.

There will be no urban sprawl as the proposed development is within the existing settlement area and is an ideal infilling opportunity.

There are no cultural heritage resources that impact the Site.

6.2 Conclusion

In summary, it would be appropriate for the City of Windsor to approve the ZBA application to permit the proposed development on the Site.

This Scoped PRR has shown that the proposed development is consistent with the PPS, conforms with the intent and purpose of the OP and ZBL and represents good planning.

Planner's Certificate:

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



Tracey Pillon-Abbs, RPP
Principal Planner

