

PLANNING RATIONALE REPORT

ZONING BY-LAW AMENDMENT FOR PROPOSED MIXED USE DEVELOPMENT

**1103 Drouillard Road,
City of Windsor, Ontario**

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1.0 INTRODUCTION

I have been retained by NC Capital Holdings Inc. (herein the “Applicant”) to provide a land use Planning Rationale Report (PRR) in support of a proposed mixed-use development for property located at 1103 Drouillard Road (herein the “Site”) in the City of Windsor, Province of Ontario.

The Site is located within the East Windsor Planning District (Ward 5), along the Drouillard Road Corridor and Traditional Commercial Street, intended to support compact mixed-use intensification, pedestrian-oriented development, and reinvestment within the existing built-up area.

The Site is a rectangular corner lot comprising 1 parcel of land, which is currently vacant following the demolition of a previously fire-damaged structure.

The Applicant proposes to construct a new three-storey combined use building, containing one (1) first-floor commercial unit and six (6) residential units (two (2) units on the first floor and four (4) two-level units spanning the second and third floors).

The tenure of the units will be determined at a later date.

A total of two parking spaces (covered) is proposed on-site, to be accessed from the rear alleyway.

The proposed development will be serviced by full municipal infrastructure, including water, storm and sanitary sewer.

Stage 1 pre-consultation (City File PC-094/25) was completed by the Applicant. Comments dated December 4, 2025 and further amended on February 24, 2026, were received and have been incorporated into the proposed application.

An application for a Zoning By-law Amendment (ZBA) is required in order to permit the proposed development by adding site-specific exceptions to the site.

The purpose of the ZBA is to further amend the existing zoning to allow for the proposed development, which will provide for a new mixed-use building (commercial and residential) in the existing built up area.

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

This PRR will demonstrate that the proposed development is consistent with the PPS, conforms with the intent and purpose of the OP and ZBL, and the Windsor Intensification Guidelines, and represents appropriate and orderly planning.



Figure 1b – Air Photo (Source: Google Earth, Pillon Abbs Inc., 2026)

Property Overview			
Site Area	Frontage	Depth	Current Zoning
264.8 m ² (0.026 ha)	9.14 m	28.96 m	CD2.2
Lot Shape	Corner Lot	Access	Current Use
Rectangle	Yes	Rear – Alley way	Vacant Parcel

Figure 1c – Property Overview Table (Source: Tracey Pillon Abbs Inc., 2026)

The previous use was residential; the building was fire-damaged and subsequently demolished (see Street View on Figure 1d).



Figure 1d – Street Photo (Source: Google Earth, 2025)

The Site is legally described and locally known as follows:

Address	ARN	Legal	PIN
1103 Drouillard Road, City of Windsor, Province of Ontario	010-120-09400	PT LT 136 PL 620 FORD CITY AS IN R1154309; WINDSOR	01094-0650 (LT)

2.2 Physical Features of the Site

2.2.1 Size and Site Dimensions

The Site consists of a total area of 264.8 m² (0.026 ha).

The Site has frontage of 9.14 m along Drouillard Road and a depth of 28.96 m along Richmond Street (see street view of Site in Figure 2a and Key Map Figure 2b).

The site is a corner lot with a rectangular configuration.



Figure 2a – Street View, from Drouillard Road (Source: Google, 2025)

Figure Ground



Figure 2b – Key Map (Source: City of Windsor GIS)

2.2.2 Vegetation and Soil

The Site has a maintained lawn with no significant landscaping or trees. There is grass.

Soil is made up of Brookston Clay Loam (Bcl). There are no contamination concerns.

2.2.3 Topography and Drainage

The Site is flat.

The Site is outside the limits of the regulated area of the Essex Region Conservation Authority (ERCA).

The Site is part of the Windsor Area Drainage.

The Site is located within a source water protection Event Based Area (EBA) and Intake Protection Zone 2, as identified on Schedule K of the OP. (See Figure 2c).

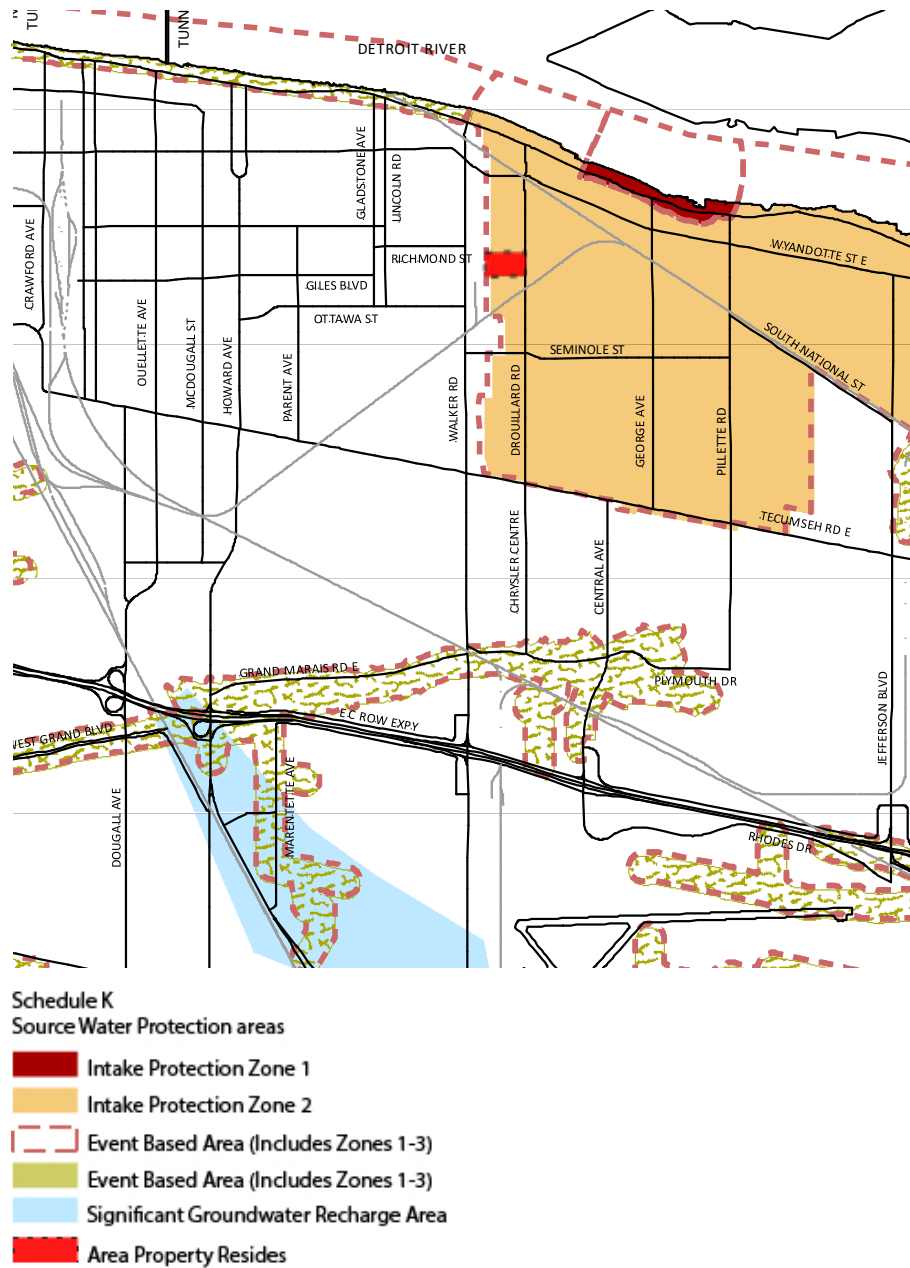


Figure 2c – Schedule K – (Source: City of Windsor, modifications from Pillon Abbs Inc., 2026)

2.2.4 Other Physical Features

There is an existing alleyway at the rear of the Site. The alleyway provides vehicular access to the site and the abutting properties.

There is a bench located along Richmond Street.

There are no existing curb cuts along Drouillard Road.

There is an existing driveway approach from Richmond Street located immediately east of the alley approach on the same street.

All vehicular access is from the rear alleyway.

2.2.5 Municipal Services

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

Fire hydrants are located in proximity to the Site.

There are sidewalks and streetlights along Richmond Street and Drouillard Road.

There is on-street parking along Richmond Street and Drouillard Road.

The Site is close to major transportation networks, including Walker Road, Wyandotte Street East and Riverside Drive East.

The Site has access to transit, with the nearest bus stop located at the corner of Richmond Street and Drouillard Road (Stop ID: 1457, Bus #3).

The Site is located on Transit Route Central 3, within approximately 600 m of the nearest stop on Transit Route Crosstown 2, and within approximately 925 m of the nearest stop on Transit Route Ottawa 4. As a walking distance of up to 400 m is commonly considered acceptable, only Transit Route Central 3 is considered to be within walking distance of the site.

- Richmond at Drouillard (Route 3 – Central)
- Drouillard at Ontario (Route 3 – Central)
- Wyandotte at Drouillard (Route 2 – Crosstown)

The Site is serviced by ENWIN Utilities Ltd for hydro and water.

2.2.6 Nearby Amenities

The Site is well-served by a range of community, recreational, and commercial amenities within walking distance.

Schools within proximity include Walkerville Collegiate Institute, King Edward Public School and St Anne French Immersion Catholic Elementary School.

The Site is located within a ten-minute walk of both the Gino & Liz Marcus Community Complex (approximately 100 m from the Site) and Whelpton Park (approximately 250 m from the Site).

Commercial uses in proximity include food service establishments (Cookie Bar, What's Arnie Cooking, Brown's Lounge, Nuts4Dates, Circuit, Petrella's Italian Street Food), personal service shops, wellness shops and retail uses.

Additional nearby amenities include employment lands, places of worship, community centres, daycares, and other local and regional services.

Within a 3-minute (200 m) walking distance of the Site, a concentrated cluster of community institutions, independent businesses and active commercial uses contributes to the complete and walkable nature of the area for the proposed Site.

2.3 Site Analysis

2.3.1 Surrounding Area

The Site is located within a built-up, mixed-use neighbourhood along the Drouillard Road Corridor, in the historic Ford City area of the East Windsor Planning District. The corridor is identified on Schedule A-1 of the City of Windsor Official Plan as a Traditional Commercial Street, and on Schedule G as a Main Street, reflecting its long-standing role as a walkable, fine-grained commercial spine serving the surrounding residential neighbourhood. The surrounding lands are characterized by a mix of commercial, residential, institutional, and employment uses, set within a compact, pre-war street grid with rear public laneways and short block lengths.

A site visit was conducted on March 26, 2026.

North – The lands directly to the north of the Site, across Richmond Street, are used for a mix of commercial and residential purposes, fronting Drouillard Road and stepping back into low-profile residential along Richmond Street (see Photos 1-2 — North).



Photo 1 – North (Source: Pillon Abbs Inc., 2026)



Photo 2 – North (Source: Pillon Abbs Inc.,2026)

East – The lands directly to the east of the Site, across Drouillard Road, are used for commercial purposes, comprising one- and two-storey buildings with at-grade commercial frontages typical of the Traditional Commercial Street designation (see Photos 3-4 — East).



Photo 3 – East (Source: Pillon Abbs Inc., 2026)



Photo 4 – East (Source: Pillon Abbs Inc., 2026)

South – The lands directly to the south of the Site are used for low-profile residential purposes, comprising one- and two-storey detached and duplex dwellings (see Photo 5 — South).



Photo 5 – South (Source: Pilon Abbs Inc.,2026)

West – The lands directly to the west of the Site, across the rear public laneway, are used for low-profile residential purposes consistent with the established neighbourhood pattern of one- and two-storey detached dwellings on small lots (see Photo 6 — West).



Photo 6 – West (Source: Pillon Abbs Inc., 2026)

2.3.2 Zoning Context

The Site is situated within a 200m context that encompasses a deliberate mix of zoning categories reflecting the corridor's mixed-use Main Street character (See Figures 2d and 2e).

The Site itself is zoned **Commercial District 2.2 (CD2.2)**, consistent with the Drouillard Road corridor frontage. Immediately abutting the corridor are blocks zoned Residential District (**RD1.3, RD2.1, RD2.2**) accommodating the established detached and semi-detached residential fabric, with pockets of **Manufacturing District (MD1.1, MD1.2, MD2.1)** to the north and northeast reflecting the area's industrial heritage, and **Institutional District (ID1.1)** land associated with nearby community uses. This pattern of a fine-grained commercial spine, flanked by residential blocks and supported by adjacent employment lands, is the defining urban structure of Windsor, and it is precisely the condition that the OPs Traditional Commercial Street and Main Street designations are intended to reinforce.

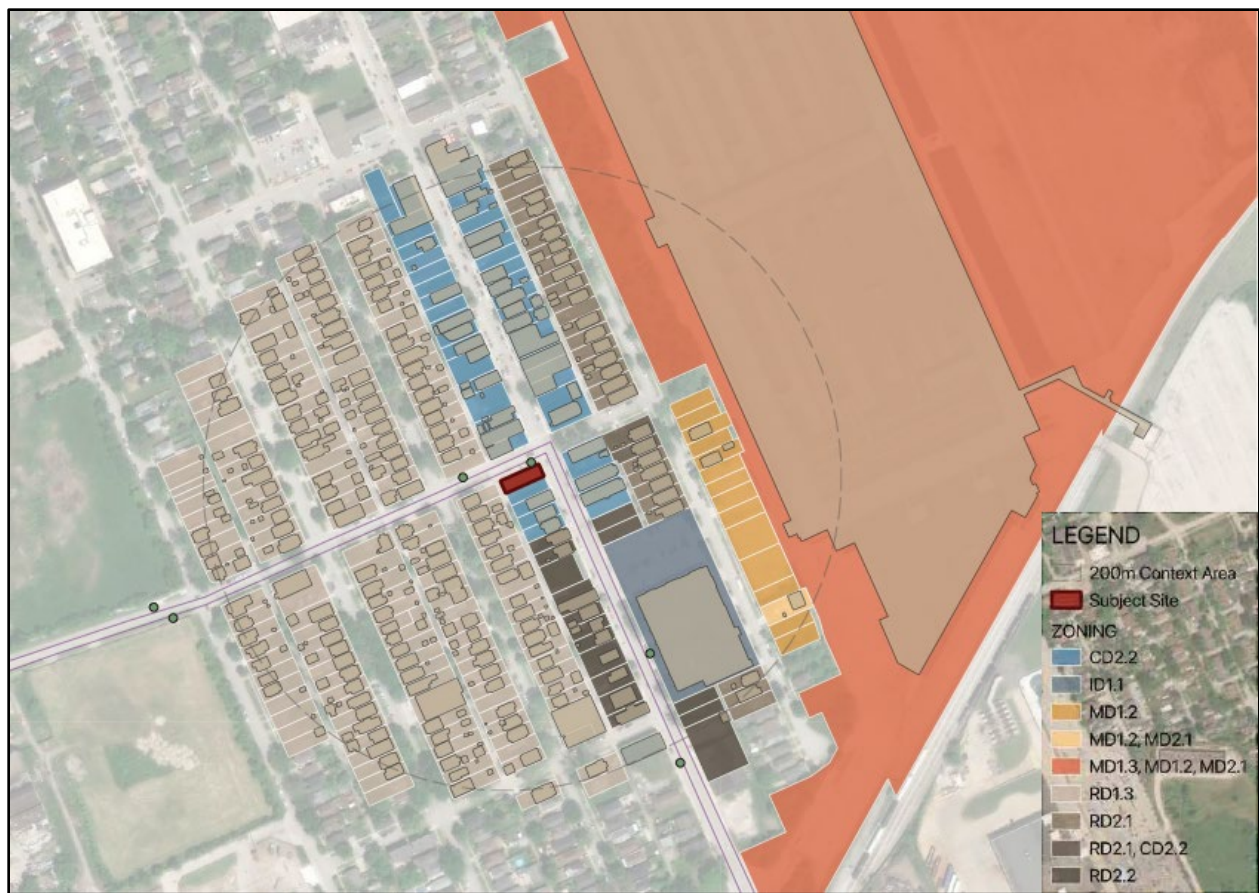


Figure 2d – Plan View, Zoning Context (Source: Pilon Abbs Inc., Windsor Parcel Data Set, 2026)

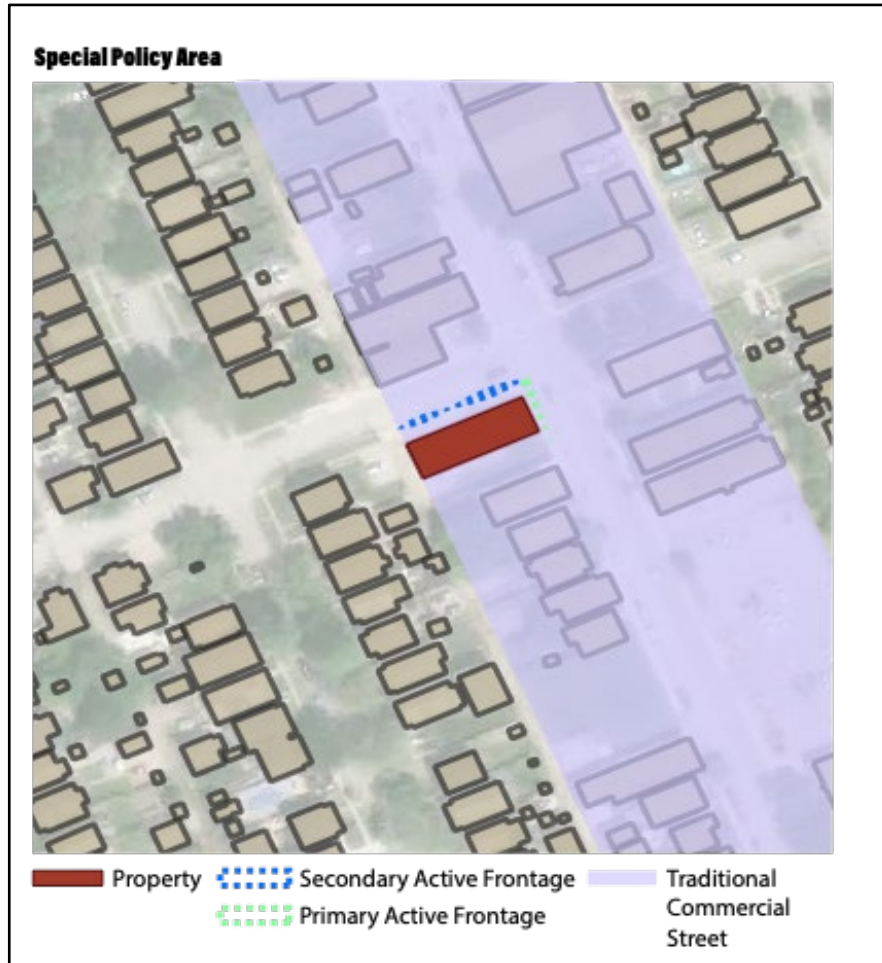


Figure 2e – Plan, Traditional Commercial Street (Source: Pilon Abbs Inc., base mapping: City of Windsor GIS, 2026)

2.3.3 Surrounding Built Form and Heights

The built form along the Drouillard Road corridor is predominantly low to medium profile, ranging from one- to three-storey buildings, with the majority of the surrounding fabric falling within the one- to two-storey "Low Profile Residential" band (see Figure 2f, 2g and 2h).

The proposed three-storey building height of 11.8 m sits comfortably within this established context.

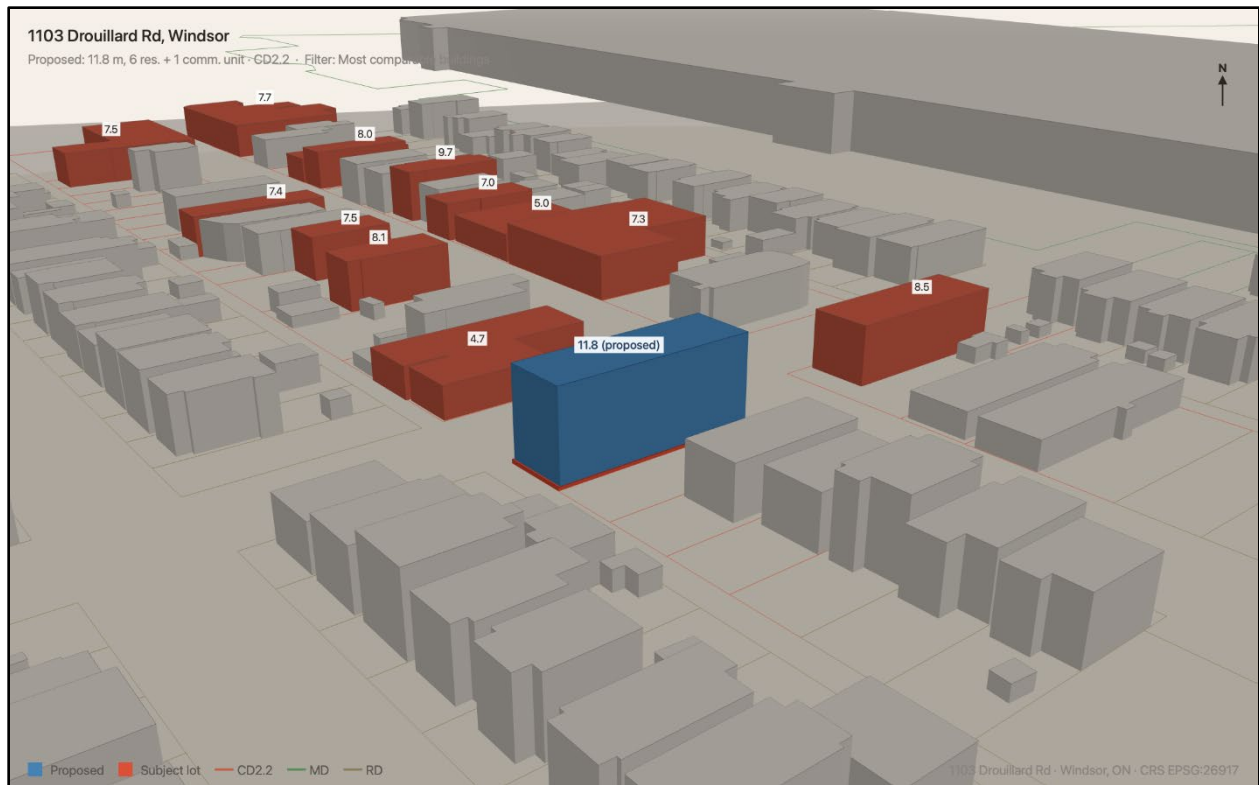


Figure 2f – Plan View, Zoning Context (Source: Pillon Abbs Inc., base mapping: City of Windsor GIS)

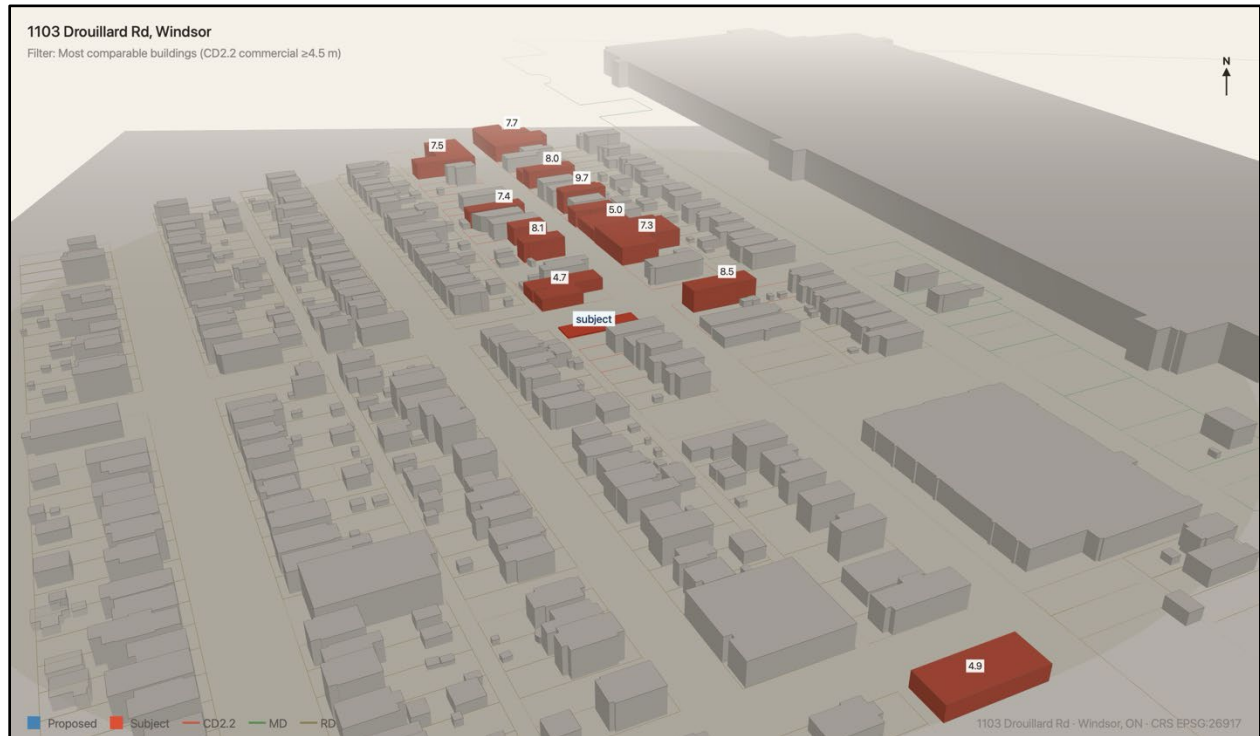


Figure 2g – Axonometric view, Mixed-Use Building Heights Corridor (Source: Pilon Abbs Inc., base mapping: City of Windsor GIS)



Figure 2h – Axonometric View, Zoomed Extents, Medium Density Building Heights (Source: Pillon Abbs Inc., base mapping: City of Windsor GIS)

2.3.4 Lot Fabric and Underutilized Parcels

The 200 m study area exhibits a multitude of small-lot, fine-grained parcel fabric consistent with pre-war street-and-block urban form. Within this context, the Site and a significant number of surrounding parcels are currently vacant or substantially underutilized.

A parcel-level inventory of the 200 m context identifies the Site as one of **eighteen (18) vacant parcels** in the area, alongside additional parcels comprising surface parking as underutilized commercial properties (see Figure 2i).

Most notably, **1085 Drouillard Road** — the largest vacant CD2.2 parcel within the study area at approximately 518.4 m², represents a substantial latent redevelopment opportunity along the same corridor. This pattern of vacancy and underutilization within a fully serviced, transit-adjacent, Main Street corridor underscores the planning rationale for the proposed development: it is a contextually appropriate intensification of an underutilized parcel within an area where the policy framework, infrastructure, and built form context all support reinvestment into infrastructure.

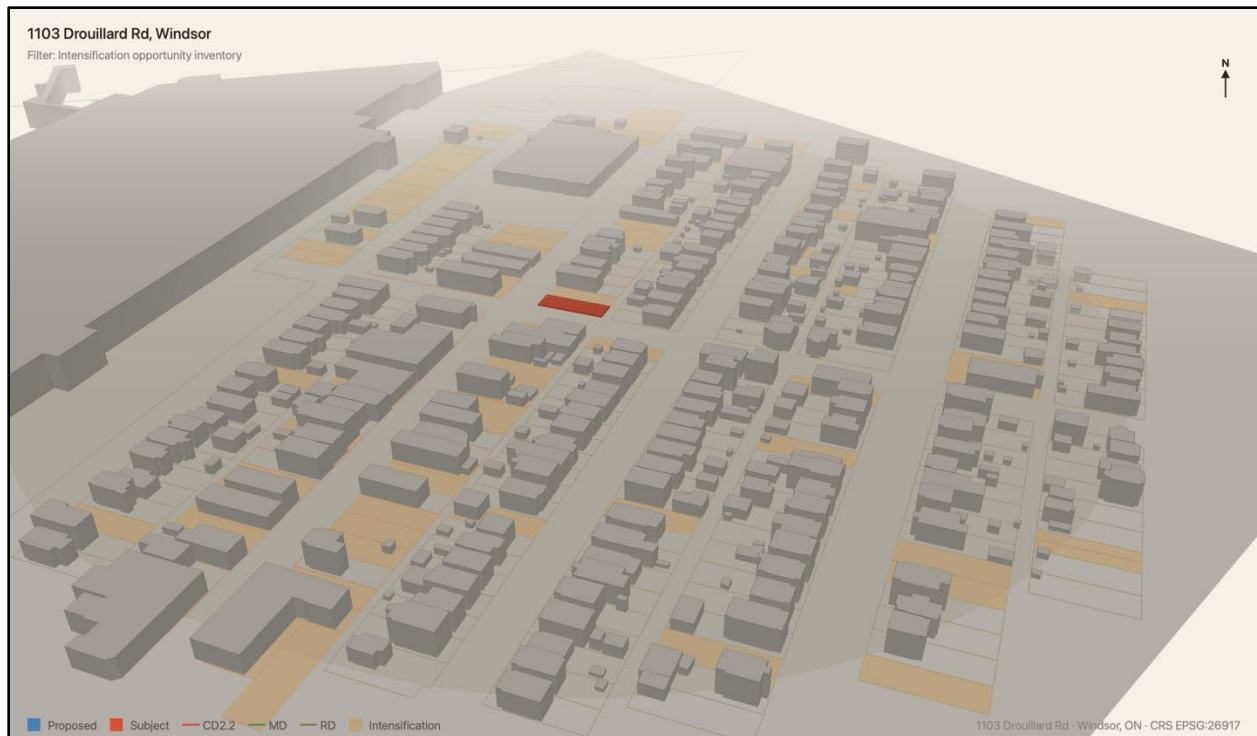


Figure 2i – Axonometric View, Zoomed Extents, Intensification Opportunities (Source: Pilon Abbs Inc., base mapping: City of Windsor GIS)

2.3.5 Edge Conditions and Site Response

The Site's corner-lot position, combined with its rear-laneway access and adjacency to low-profile residential uses on two sides, gives rise to three distinct edge conditions that have informed the design of the building (See Figure 2j - Edge Conditions).

The frontage along Drouillard Road is treated as a pedestrian-oriented, mixed-use frontage with the commercial unit at grade and the principal residential entrance set into the street wall.

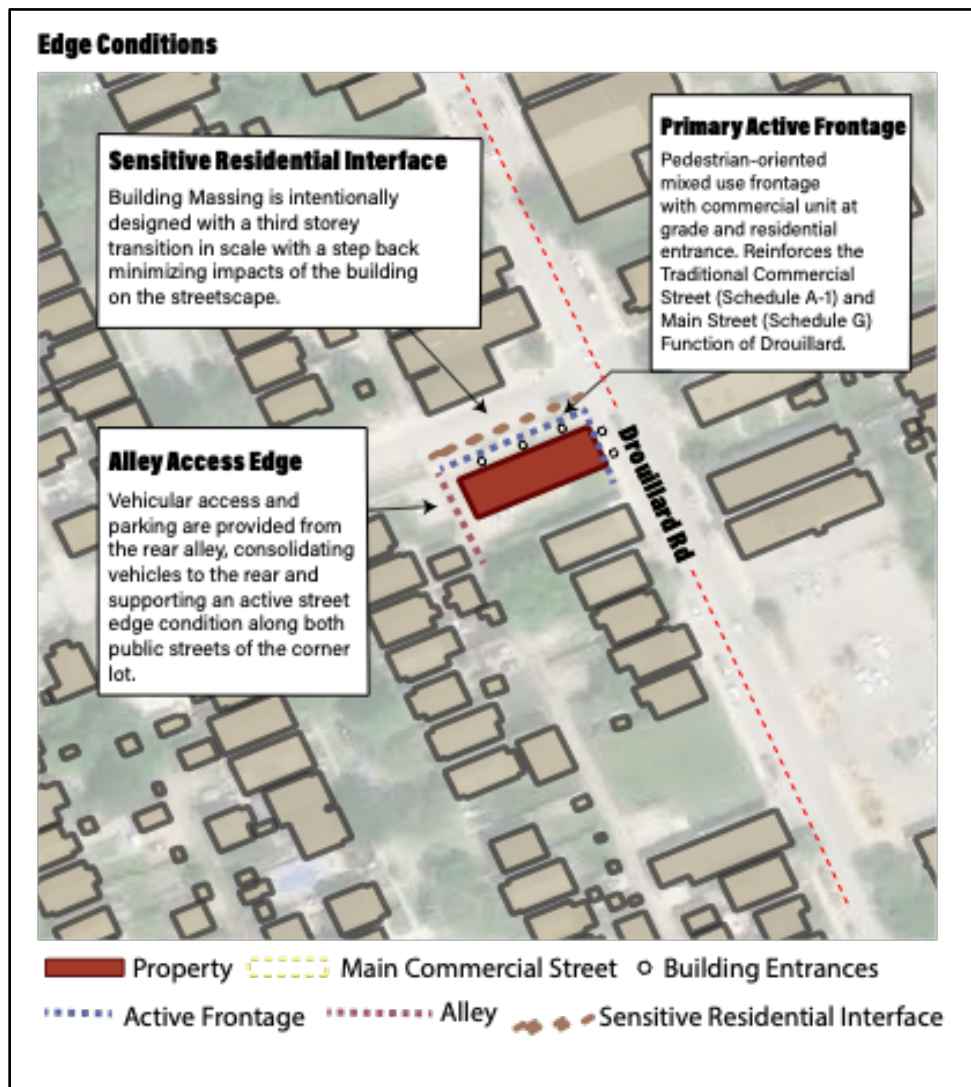


Figure 2j – Axonometric View, Zoomed Extents, Intensification Opportunities (Source: Pillon Abbs Inc., base mapping: City of Windsor GIS)

This frontage reinforces the Schedule A-1 Traditional Commercial Street and Schedule G – Civic Image function of Drouillard Road, contributing to the continuous animated commercial spine that is the defining characteristic of the corridor.

The Alley Access Edge along the Western lot line consolidates all vehicular access without an explicitly public face. The street frontages are reserved, and cars are not pedestrian adjacent.

The Sensitive Residential Interface will showcase a deliberate massing strategy and be set back to provide a transition in scale that minimizes overlook, shadows, and maintains a human-scale design.

The surrounding land use, zoning, built form, lot fabric, and edge condition context all support the proposed three-story mixed-use development.

The Site sits on a designated Traditional Commercial Street and Main Street; it is surrounded by a deliberate mix of commercial, residential, institutional, and employment zoning; the proposed built form is consistent with the established context; and the Site is one of eighteen vacant parcels in a context where intensification is a planning priority.

The design responds directly to each of the Site's three edge conditions — reinforcing the Primary Active Frontage along Drouillard Road, consolidating vehicular access to the rear alley to protect both public street edges, and stepping back the third story to provide a sensitive transition to the abutting residential properties to the south.

There are a variety of existing and potential densities, lot areas, and lot widths within the immediate area, and the proposed development represents an orderly and contextually fit intensification of an underutilized corner parcel within a complete, walkable neighbourhood.

3.0 PROPOSAL AND CONSULTATION

3.1 Development Proposal

The Applicant is proposing to develop the Site for mixed-use (commercial and residential).

The Applicant proposes to construct a new three-storey 'Combined Use Building'.

A concept plan has been prepared (see Figure 3a – Concept Plan).

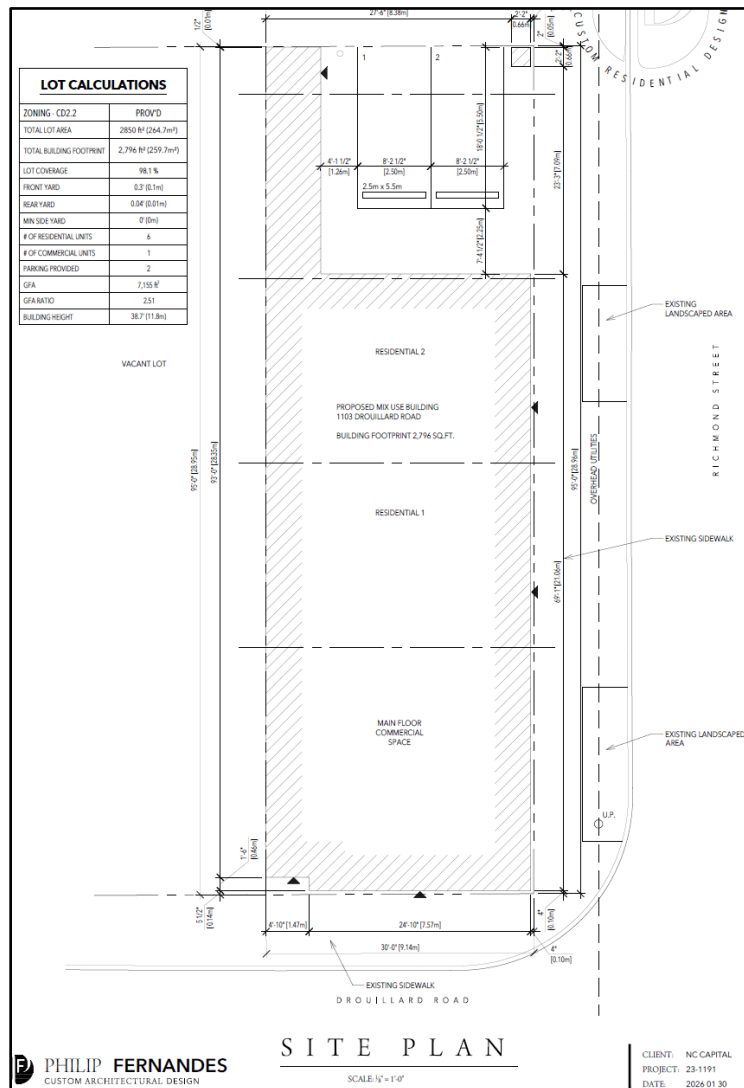


Figure 3a – Concept Plan

The concept plan illustrates the proposed lot layout.

The proposed building will contain one first-floor commercial unit and six residential units (2 units on the first floor and 4 two-level units spanning the second and third floors).

The building will have a footprint of 259.7 m² (2,796 sq ft), representing 98.1% lot coverage.

The commercial space will occupy 61.04 m² of the main floor area.

The type of commercial space is unknown at this time.

The third storey of the proposed building will have a step-back.

Elevations have been prepared (see Figure 3b – Elevations).





Figure 3b – Elevations

The elevations illustrate the proposed dwelling from ground level.

Based on the area of the Site (0.026 ha) and the number of proposed units (6), the proposed development will result in a gross density of 226.6 units per hectare (uph).

The proposed residential units are intended to contribute to the supply of new housing options within the Drouillard Road corridor. The tenure of the units will be determined at a later date.

A total of two covered parking spaces are proposed on-site, accessed via the existing rear alleyway, consistent with the compact urban form of the Drouillard Road corridor.

Access to the parking spaces will be from the alleyway.

The existing landscaping and sidewalks will remain.

The proposed development will be serviced by full municipal infrastructure, including water, storm and sanitary sewer.

3.2 Public Consultation Strategy

The Planning Act requires that the Applicant submit a proposed strategy for public consultation with respect to an application as part of the complete application requirements.

As part of a public consultation strategy, in addition to the statutory public meeting, an informal in-person and electronic public open house was held with area property owners on March 26, 2026, from 6:00 pm to 7:00 pm at Club 9 Banquet Hall, located at 1457 Drouillard Rd, Windsor and via Zoom.

The open house provided members of the public with opportunities to review and comment on the proposed development.

A total of **286** owners and tenants were notified, which represents a **200** m radius from the Site.

In addition to the Applicant, Applicant representative and City Staff, 6 residents attended in person, and 3 residents attended online.

No phone or email comments were received.

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

Topic Item	Comments and Questions	Response
Support	Overall in support of the proposed development. This will be great for economic development and revitalization for the area.	Noted.

Topic Item	Comments and Questions	Response
	There is lots of parking in the area. There is a bus stop right at the corner.	
Tenure	Will these be rentals. What will the rent cost?	TBD
Zoning	Does the current zoning allow residential on the first floor? This is a concern.	No it does not.
Uses	Is there a market for the commercial space?	Yes, the Applicant has received some interest in the space.
Building	Is there a basement?	No basement.
Floor Plan	What is the floor plan? How many bedrooms?	The (1) first-floor has a commercial unit and there are six (6) residential units (two (2) units on the first floor and four (4) two-level units spanning the second and third floors). One bedroom units.
Corner	Is there a required corner cut off?	Yes. It is considered grandfathered.
Abutting Lot	Is the lot next door for sale?	No.
Traffic	Traffic is bad now. Car will hit the building.	
Parking	How many parking spots?	2 covered parking spaces are proposed.

4.0 PROPOSED APPLICATION AND STUDIES

Stage 1 pre-consultation (City File PC-094/25) was completed by the Applicant. Comments dated December 4, 2025 and further amended on February 24, 2026, were received and have been incorporated into the proposed application.

The required application and support studies were identified.

The following is a summary of the purpose of the required applications and the support studies.

4.1 Zoning By-law Amendment

A site specific application for Zoning By-law Amendment (ZBA) is required in order to permit the proposed development.

The Site is currently zoned "Commercial District 2.2 (CD2.2)" on Map 6 of the City of Windsor Zoning By-Law 8600.

It is proposed to further amend the existing zoning of the Site by adding a zoning exception to permit residential dwelling units on the main floor of a Combined Use Building, to reduce the required amenity area, to reduce the required parking, visitor parking and accessible parking spaces, and to provide relief from the corner lot separation requirement, thereby rezoning the Site to a site-specific Commercial District 2.2 (CD 2.2 – S.20(1)XXX) category to permit the proposed mixed-use development.

All CD2.2 zone provisions shall comply except for certain requirements which require relief.

Further analysis and additional information are provided in Section 5.1.4 of this PRR.

4.1.1 Site Statistics Summary

The proposed development is summarized in the table below, drawing on the architectural plans prepared by Philip Fernandes Custom Architectural Design (Project No. 23-1191, dated January 30, 2026) and the legal parcel data sourced from the City of Windsor GIS shape file.

Item	Value
Total Lot Area	264.8 m ² (0.026 ha)
Total Building Footprint	259.7 m ²
Lot Coverage	98.1%
Gross Floor Area (GFA) – Total	738.9 m ²
Commercial GFA (Unit 101)	61.04 m ²
Residential GFA (Units 102, 103, 201–204)	Approximately 666.2 m ² including shared circulation
GFA Ratio	2.79
Building Height	11.8 m – 3 storeys

Front Yard (Drouillard Road)	0.10 m
Rear Yard (Alley/West)	0.01 m
Minimum Side Yard	0 m
Third-Storey Step-Back	2.13 m (wraps south, east, and west building)
Number of Residential Units	6
Number of Commercial Units	1
Parking Provided	2 covered spaces (rear alley access)
Density	226.6 uph

4.2 Other Application

Prior to any construction or building permits being issued, the proposed development will require a Site Plan Control (SPC), which will address more detailed design elements, such as signage, lighting, grading, drainage, and landscaping.

4.3 Supporting Studies

The following supporting studies have been completed as part of this PRR in support of the application for the zoning amendment.

4.3.1 Noise

A Road/Rail Traffic and Stationary Noise Impact Study was prepared by Acoustic Engineering Ltd., dated June 3, 2026.

A study is required to determine if existing noise emissions from industrial uses (Ford Motor Co. Windsor Engine Plant) will impact the proposed residential site, and the study will propose any necessary mitigation measures.

The study was prepared in accordance with the Ministry of Environment, Conservation and Parks (MECP) NPC-300 guidelines and assessed noise levels at all sensitive receptors associated with the proposed Combined Use Building.

The study has determined that the potential environmental noise impact from road traffic noise is significant.

The proposed development will need the following: a requirement for central air-conditioning, noise warning clauses and special building components.

4.3.2 Parking

A Parking Justification Memorandum was prepared by MDT Urban Traffic Solutions Ltd., dated June, 2026.

The purpose of the report is to justify the proposed reduction in on-site parking from the by-law requirement of 6 spaces to the 2 covered spaces provided, having regard to the Site's location on the Drouillard Road Traditional Commercial Street, its direct adjacency to Transit Windsor Routes, and the availability of on-street parking along both public street frontages.

It was concluded that the proposed parking supply is considered appropriate for the scale, context, and location of the development.

The requested parking reduction is supportable from a transportation planning perspective and is not anticipated to result in adverse parking, traffic, or transportation impacts within the surrounding area.

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.

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

The Site is located within a ‘Settlement Area’ as defined in the PPS.

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 and commercial space, both of which align with the provincial vision to supply a mix of housing options with accessible commercial infrastructure.
	A prosperous and successful Ontario will also support a strong and competitive economy that is investment-ready and recognized for its influence, innovation and diversity. Ontario’s economy will continue to mature into a centre of industry and commerce of global significance. Central to this	The inclusion of residential next to commercial space within the architectural plans of the site is a thoughtful response to address the vision for the Province.

PPS Policy #	Policy	Response
	success will be the people who live and work in this province.	
2.1.4 – Planning for People and Homes	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 minimum of 15 years through lands which are designated and available for residential development; and 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.	The proposed development provides a mix of housing options in an already existing built-up area. Full municipal services are available, and the proposed density is appropriate for the site.
2.1.6	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 child care facilities, longterm 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	The proposed development is consistent with the policy to achieve complete communities as the Site is located near local amenities. The proposed development will provide a new housing option in an existing neighbourhood. The Site has access to transportation options, public service facilities, other institutional uses, and parks. Accessibility of the units will be addressed at the time of a building permit.

PPS Policy #	Policy	Response
	by addressing land use barriers which restrict their full participation in society;	
2.2.1 – Housing	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	The site is a new housing choice for the neighbourhood. It is designed to support intensification and infilling within an existing built-up area. The proposed development supports the City's targets for providing new housing. The needs of the residents can be accommodated as the Site is located near local amenities. The proposed density is appropriate for the Site.

PPS Policy #	Policy	Response
	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.	
2.31.1 – 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, where development is encouraged. The Site has always been intended for mixed-use, as set out in the City OP.
2.3.1.1 – Settlement Areas	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 within the East Windsor Planning District, an established settlement area of the City of Windsor. The proposed development directs growth to a settlement area within a designated Mixed Use Corridor on a Traditional Commercial Street and Main Street, consistent with the PPS direction to focus growth and development within settlement areas. The City of Windsor is identified as a Large and Fast-Growing Municipality on Schedule 1 of the PPS 2024.
2.3.1.2	Land use patterns within settlement areas should be	The total density of the proposed development is considered appropriate.

PPS Policy #	Policy	Response
	based on densities and a mix of land uses which: 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	The Site offers an opportunity for infilling by creating new residential dwelling units. The proposed height and massing of the dwellings will blend with the existing residential uses in the area. The Site is a corner lot, which makes infilling and intensification appropriate. Residents will have immediate access to shopping, employment, transit, recreational areas and institutional uses. Transit is available for the area. The Site is pedestrian-friendly.
2.3.1.3	Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.	The proposed development provides an infill opportunity for an existing parcel of land. The Site was always intended for development. The design of the proposed development has provided a compact form.
2.3.1.4	Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.	The City has established targets. The proposed development will assist in meeting those targets as the Site is located in an existing built-up area and will add new residential housing.
2.3.1.6	Planning authorities should establish and implement phasing policies, where	The Site has access to existing infrastructure and nearby public service facilities.

PPS Policy #	Policy	Response
	appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.	
2.8.1 – Employment	Planning authorities shall promote economic development and competitiveness by: a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs; b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses; c) identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment; d) encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities.	The proposed development will provide for more commercial space.
3.1.1 – Infrastructure and Facilities	Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs.	The proposed development has access to full municipal services. There are nearby public service facilities.

PPS Policy #	Policy	Response
3.3.3 - Transportation	Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.	The proposed development will not have a negative impact on nearby 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.	The proposed development will be serviced by municipal sewer, water and storm, which is the preferred form of servicing for settlement areas.
4.2 - Water	Planning authorities shall protect, improve or restore the quality and quantity of water by: b) minimizing potential negative impacts, including cross-jurisdictional and cross-watershed impacts;	There are no concerns with the quality and/or quantity of water.
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.	There are no natural or human-made hazards that apply to this Site. There is no risk to the public. The Site is outside the ERCA regulated area. Source water protection requirements will apply.
3.5 – Land Use Compatibility	Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any	The proposed residential development is located in proximity to the Ford Motor Co. Windsor Engine Plant (an existing major facility).

PPS Policy #	Policy	Response
	potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.	A Noise Impact Study is being prepared in accordance with the Ministry of Environment, Conservation and Parks (MECP) NPC-300 guidelines (see Section 4.3.1 of this PRR) to assess potential noise impacts on the proposed sensitive land use and identify any necessary mitigation measures. The proposed development will be designed to avoid or, where avoidance is not possible, minimize and mitigate any potential adverse effects in accordance with provincial guidelines and the findings of the Noise Study.

Therefore, the proposed development is consistent with the PPS.

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. Office consolidation version is dated September 7, 2012, with subsequent Official Plan Amendments through 2025.

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 located within the East Windsor Planning District and is subject to the following OP designations:

- Schedule 'A', Planning Districts and Policy Areas – East Windsor
- Schedule 'A-1', Special Policy Areas – Traditional Commercial Street
- Schedule 'C-1', Archaeological Potential - Archaeological Potential Zone
- Schedule 'D', Land Use – Mixed Use Corridor

- Schedule 'F', Roads & Bikeways - Class I Collector Road (Drouillard Road)
- Schedule 'G', Civic Image – Mainstreets (Drouillard Road)
- Schedule 'K', Source Water Protection Areas – Intake Protection Zone 2

The Site is also subject to Ford City Community Improvement Plan (CIP) – Design Guidelines, Main Streets CIP Design Guidelines, and Windsor's Intensification Guidelines.

It is proposed to maintain the same land use designation.

The lands are designated "Mixed Use Corridor" according to Schedule "D – "Land Use" attached to the OP for the City of Windsor (see Figure 4 –OP).

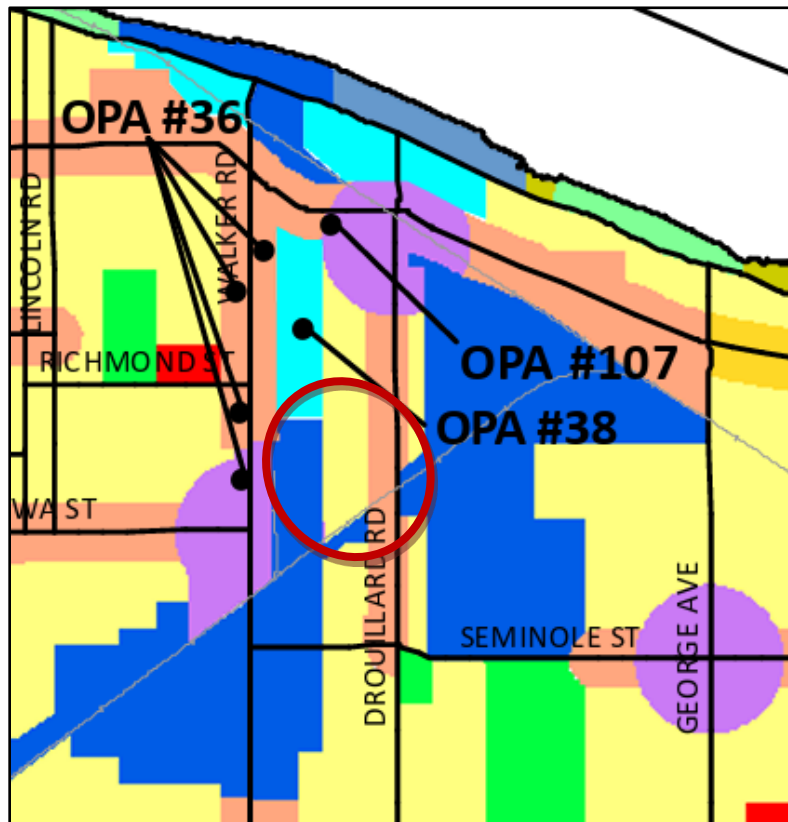


Figure 4 –OP

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

OP Policy #	Policy	Response
3.2.1.2 – Housing Variety	Encouraging a range of housing types will ensure that	The proposed development supports one of the City's

OP Policy #	Policy	Response
	people have an opportunity to live in their neighbourhoods as they pass through the various stages of their lives.	overall development strategies of providing for a range of housing types. The proposed development is close to transit and local amenities.
3.2.2.1 – Employment Centres	Windsor's economy will be stimulated by active employment centres that serve the larger Census Metropolitan Area.	The proposed development includes a commercial unit on the main floor, which will contribute to the local employment base along Drouillard Road, a designated Main Street and Traditional Commercial Street within the East Windsor Planning District. The proposed commercial use will support the vitality of the Drouillard Road corridor as an active employment centre serving the surrounding neighbourhood and the broader Census Metropolitan Area.
3.3.3 - Neighbourhoods	Neighbourhoods are the most basic component of Windsor's urban structure and occupy the greatest proportion of the City. Neighbourhoods are stable, low-to-medium-density residential areas and are comprised of local streets, parks, open spaces, schools, minor institutions and neighbourhood and convenience scale retail services. The three dominant types of dwellings in Windsor's neighbourhoods are single detached, semi-detached and townhouses.	The proposed residential development is in an existing built-up area of the City. The proposed residential dwelling units will blend with the surrounding area. The proposed Combined Use Building with six residential units constitutes a multiple dwelling. The Site is located on Drouillard Road, a designated Mixed Use Corridor and Main Street, which is identified as an appropriate location for medium and higher-density residential development. The

OP Policy #	Policy	Response
	The density range for Windsor's neighbourhoods is between 20 to 35 units per net hectare. This density range provides for low and some medium-density intensification to occur in existing neighbourhoods. Multiple dwelling buildings with medium and high-densities are encouraged at nodes identified in the Urban Structure Plan.	proposed density of 226.59 uph is appropriate for this corridor location and is consistent with the City's intent to direct intensification to Mixed Use Corridors rather than stable neighbourhood interiors. The Site offers appropriate infilling within the existing settlement area. The area has access to nearby amenities, such as public spaces, commercial nodes, and recreational activities. The proposed density offers an opportunity to efficiently use municipal infrastructure. The Site will provide for more housing in an existing built-up area.
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.	The proposed development will support the City's goal of promoting a healthy community (live, work and play). The proposed development is close to nearby transit, employment, shopping, local/regional amenities, and parks. The proposed development includes both commercial and residential uses.
6.0 - Preamble	A healthy and livable city is one in which people can enjoy a vibrant economy and a sustainable healthy	The proposed development supports the policy set out in the OP as it is suited for the

OP Policy #	Policy	Response
	environment in safe, caring and diverse neighbourhoods. In order to ensure that Windsor is such a city, Council will manage development through an approach which balances environmental, social and economic considerations.	residential and commercial needs of the City.
6.1 - Goals	In keeping with the Strategic Directions, Council's land use goals are to achieve: 6.1.1 Safe, caring and diverse neighbourhoods. 6.1.3 Housing suited to the needs of Windsor's residents. 6.1.5 Convenient and viable areas for the purchase and sale of goods and services. 6.1.10 Pedestrian oriented clusters of residential, commercial, employment and institutional uses. 6.1.14 To direct residential intensification to those areas of the City where transportation, municipal services, community facilities and goods and services are readily available.	The proposed development supports the goals set out in the OP as it provides for housing that is suited to residents in this area of Windsor and is close to employment and schooling opportunities. The proposed development will be made safe. Commercial uses will be viable. The Site is pedestrian-friendly. Full municipal services are available to support infilling and intensification of the Site.
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:	The proposed development of the residential dwelling units is considered a low-profile building. The Applicant proposes to construct a new three-storey 'Combined Use Building'.

OP Policy #	Policy	Response
	(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.	The Applicant proposes to construct a new three-storey 'Combined Use Building'. It is not greater than three storeys in height (11.80m) and includes a step back creating the 'wedding cake' to further improve the visual profile of the building.
6.5.3.4 – Mixed Use Corridor	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. 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.	The proposed development is located in the Mixed Use Corridor designation. The proposed building is a commercial-residential mixed use building. This OP policy explicitly permits Medium and High Profile residential uses, but does not prohibit Low Profile residential uses. The proposed low profile residential component contributes to corridor vitality, provides additional housing choice, and supports the planned function of the area without introducing height-related impacts. The three-storey scale is compatible with the surrounding built form and reinforces the corridor's transition to adjacent neighbourhoods, while still achieving the OP's broader

OP Policy #	Policy	Response
		intensification and mixed-use objectives.
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 Road, 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	The proposed three-storey building is consistent with the maximum height for a Mixed-Use Corridor. The building is proposed at or near the street frontage. The two parking spaces are accessed from the rear alley. The height (11.80m) of the building is relevant as it is proportionate to a curtain wall at an appropriate scale to the pedestrian on the street.
	(c) Encouraged to locate the buildings at the street frontage lot line with parking accommodated at the rear of the site.	The parking is designed and tucked into the corner of the site; it is a complimentary feature to the building rather than paved parking space.
6.5.3.4 – Infill & Consolidation	Council shall promote the infilling and consolidation of existing Mixed Use Corridors.	The proposed development represents infilling of an existing vacant lot within the Mixed Use Corridor, consistent with this policy.
6.5.3.6 – Location Criteria	Mixed Use Corridor development shall be located where: (a) there is access to Class I or Class II Arterial Roads or Class I Collector Roads; (b) full municipal physical services can be provided; and (c) commercial related traffic can be directed away from residential areas.	Drouillard Road is a Class I Collector Road. Full municipal services are available. Commercial traffic can be directed along Drouillard Road away from residential areas to the west.
6.5.3.7 – Evaluation Criteria	At the time of submission, the proponent shall demonstrate to the satisfaction of the Municipality that a proposed	The PPS has been assessed and found in Section 5.1.1 of this PRR.

OP Policy #	Policy	Response
	mixed use corridor 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.	There are no constraints that impact the Site. There are no traffic concerns. A Noise Study has been completed and summarized in Section 4.3.1 of this PRR. Heritage Resources are low. The lot is vacant.
	(b) in keeping with the goals, objectives and policies of any secondary plan or guideline plan affecting the surrounding area;	There are no secondary plans that impact the Site.
	(c) capable of being provided with full municipal physical services and emergency services;	The Site is reachable by full municipal physical services and emergency services. There are two points of access as the Site is on a corner lot.
	(d) provided with adequate off-street parking;	There is off street parking.
	(e) compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and landscaped areas; and	The building is designed to effectively introduce a Combined Use Building which considers the surrounding urban fabric, the massing is a brick façade, the height suits the area, the parking is sufficient given the walkability of the neighborhood, the setbacks are appropriate and considerate of the surrounding area.

OP Policy #	Policy	Response
	(f) acceptable in terms of the proposal's market impacts on other commercial areas (see Procedures chapter).	The proposed Site enhances the urban fabric by offering an additional opportunity to create a more vibrant community through the provision of commercial space.
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;	The proposed Combined Use Building has been designed in accordance with the Urban Design policies of the OP. The building is located at the corner of Drouillard Road and Richmond Street, a prominent gateway location within the East Windsor Planning District. The proposed building will provide an active and engaging street presence along both frontages, with the commercial unit occupying the main floor along Drouillard Road, consistent with the intent of the Mixed Use Corridor designation to animate the streetscape at grade. The proposed building height of 11.8 m, third-floor step-back, and compact footprint reflect a design that is sensitive to the surrounding built context and contributes positively to the character of the corridor.
	(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	The proposed development includes two covered parking spaces accessed from the rear alleyway, which screens the parking area from the public street frontages along

OP Policy #	Policy	Response
	and adjacent sensitive uses, where appropriate;	Drouillard Road and Richmond Street. The existing landscaped area at the front of the Site will be maintained. Detailed landscaping, buffering, and screening requirements will be addressed and confirmed through the Site Plan Control (SPC) process, in accordance with Section 6.5.3.9 of the OP.
	(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) (ii) treatment of the lower floors of building(s) to provide continuity; and/or setting back the upper floors of building(s) from the street to avoid overpowering effects at-grade;	The proposed three-storey Combined Use Building at 11.8 m is consistent with the low-to-medium profile built form that characterizes the Drouillard Road Mixed Use Corridor.
	(d) where possible, parking is located in the rear of the property to encourage continuous building façades adjacent to the street; and	The two proposed covered parking spaces are located at the rear of the Site and are accessed exclusively from the rear alleyway. No surface parking is proposed along either the Drouillard Road or Richmond Street frontages. This configuration ensures that continuous building façades are maintained along both street frontages, consistent with the design guideline intent to animate and reinforce the pedestrian

OP Policy #	Policy	Response
		experience along the Mixed Use Corridor. The existing sidewalks along both frontages will be maintained.
	(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.	The proposed development is located directly adjacent to existing public sidewalks along both Drouillard Road and Richmond Street, providing immediate and direct pedestrian access to the building.
	(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.	As demonstrated in Section 5.1.3 of this PRR, the proposed development is in keeping with the Intensification Guidelines with respect to compatible development, height, scale, massing, transition, and the design of buildings within Mixed Use Corridors.
6.5.3.9 – Site Plan Control	Council shall require all development within areas designated as Mixed Use Corridor to be subject to site plan control, with the exception of Public Open Space uses.	The proposed development will be subject to SPC.
7.0 - Infrastructure	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.	The Site is close to nearby transit, has access to major transportation networks and can be serviced with full municipal services. There will be no negative impacts on the municipal system, and it will not add to the capacity in a significant way.
9.1.1 – Heritage Conservation	The identification, recognition, protection, conservation, enhancement and proper	The subject property is located within the Archaeological Potential Zone.

OP Policy #	Policy	Response
	management of heritage resources.	However, the proposed Combined Use Building is on top of lands that have been previously disturbed, and thus, an archaeological assessment is not requested at this time.
Volume II, 1.39.2 – Traditional Commercial Streets	‘Traditional Commercial Streets’ are public rights-of-way designated on Schedule A-1: Special Policy Areas in the Primary Plan. The location of Traditional Commercial Streets generally aligns with Business Improvement Areas and designated Mainstreets identified on Schedule G: Civic Image. Vicinity of Traditional Commercial Streets is conceptually shown on Schedule A-1: Special Policy Areas in the Primary Plan.	Drouillard Road is identified as a Traditional Commercial Street on Schedule A-1: Special Policy Areas of the OP. The Site is located at the corner of Drouillard Road and Richmond Street, within the Drouillard Road Traditional Commercial Street Area. The proposed Combined Use Building with a ground-floor commercial unit will contribute to the continuity of the building façade and the active, pedestrian-oriented character of Drouillard Road.
1.39.4 – Drouillard Road	Only Section 1.39.16 and the sections referenced within Section 1.39.16 applies to Drouillard Road Traditional Commercial Street Area.	The Site is located within the Drouillard Road Traditional Commercial Street Area as shown on the Schedule A-1 inset. As such, only Section 1.39.16 and the sections referenced therein apply to the Site. The broader off-street parking policies of Sections 1.39.7, 1.39.9 to 1.39.11.2 (inclusive), and 1.39.13 to 1.39.15 do not apply. The proposed development has been reviewed against Section 1.39.16 accordingly, as addressed below.
1.39.16	The Drouillard Road area shown on Schedule A-1 inset	The proposed development complies with Section 1.39.16.

OP Policy #	Policy	Response
	is not subject to policies 1.39.7, 1.39.9 to 1.39.11.2 (inclusive) and 1.39.13 to 1.39.15. Surface parking areas are permitted on properties abutting Drouillard Road subject to the following criteria: (a) The parking area shall be located further from the Traditional Commercial Street than the front main wall of a building located on the same property	The two covered parking spaces are located at the rear of the Site and are accessed exclusively from the rear alleyway, which runs along the north lot line. No surface parking is proposed along either the Drouillard Road or Richmond Street frontages. The parking area is located entirely behind the front main wall of the proposed Combined Use Building, in compliance with Section 1.39.16(a). The proposed configuration supports the retention of a continuous building façade along Drouillard Road and reinforces the pedestrian-oriented character of the Traditional Commercial Street.

Therefore, the proposed development conforms to the purpose and intent of the City of Windsor OP, and no amendment is required.

5.1.3 Windsor Intensification Guidelines

The City of Windsor Intensification Guidelines were approved in June 2022.

The document is guided by the community vision articulated in the OP, and builds on the principles of ‘compatible’ development. The objective of the guidelines is to provide direction for the design of future uses that respect the unique character of Windsor’s neighbourhoods.

The Site is subject to the “Mixed-Use Corridor” guidelines.

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

Guideline Policy #	Policy	Response
1.7 – Compatible Development	“Compatible Development” is an overarching principle of good planning, applicable throughout the City of Windsor, and its definition needs to be clearly understood, and applied in different ways, in different contexts throughout the City.	The proposed development is compatible with its surroundings. There are many different lot areas and lot frontages in the neighbourhood. The Site is a corner lot, which makes infilling and intensification appropriate. The OP encourages a mix of densities and types of housing in an existing neighbourhood. The Site only impacts 2 abutting properties. There are no safety, privacy or shadowing impacts on abutting properties.
3.1 – Mixed Use Centres, Nodes and Corridors,	The intent for development within Windsor’s Mixed Use Centres, Nodes and Corridors is to ensure a sensitive transition to adjacent properties and appropriate height, scale and massing of new development. Mixed Use Corridors are located along Arterial or Collector Roads and are expected to accommodate Low and Medium Profile built forms that include mixed use, retail, office, and residential development.	The Site is located within a Mixed Use Corridor, as designated on Schedule D of the City of Windsor OP, along Drouillard Road. The intent for development within Mixed Use Corridors is to ensure a sensitive transition to adjacent properties and appropriate height, scale, and massing of new development. The proposed Combined Use Building is a Low Profile form of development at three storeys (11.8 m), which is consistent with the low-to-medium profile built forms anticipated along Mixed Use Corridors. The proposed development is located on a corner lot at the

Guideline Policy #	Policy	Response
		intersection of Drouillard Road and Richmond Street, which is an appropriate and strategic location for intensification within the corridor.
Transition	Transition can be achieved through the regulations of the Zoning By-law through setbacks and height control. Through transition, the guidelines will consider: • 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 step-backs, angular plane, or linking the height of buildings with the width of the road right-of-way	The proposed development achieves appropriate transitions to adjacent lower-scale development through a combination of the following measures: the 2.13 m third-storey step-back wrapping the south, east, and west elevations reduces the perceived massing of the upper floor and provides a visual transition to the abutting residential properties; the compact footprint and narrow 9.14 m frontage of the building naturally limit massing; and the corner lot condition provides inherent separation from adjacent residential uses.
Height	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: • 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	The proposed building height of 11.8 m (three storeys) is within the maximum permitted height of 14.0 m in the CD2.2 zone and is consistent with the Low Profile built form anticipated along the Drouillard Road Mixed Use Corridor. The proposed height protects the character of the adjacent residential area to the north along Richmond Street.

Guideline Policy #	Policy	Response
	existing and permitted heights; proportional relationships to streets; and, visual and physical impacts on pedestrians and adjacent areas.	
Scale and Massing	As in height, the scale and massing of buildings (the size of buildings) must be designed to: • Provide a respectful adjacency to other buildings and open spaces. • Consider how the building fits within its context. • Create a comfortable “human scale” experience along the streetscape and allow for physical and visual permeability.	The proposed building has a compact footprint, consistent with the built-to-lot-line character of the Drouillard Road corridor. The building has been designed to create a comfortable human-scale experience along both the Drouillard Road and Richmond Street frontages, with active commercial use at grade animating the street. The third-floor step-back reduces the visual massing of the upper storey and provides a physical and visual transition at the upper level. Balconies are drawn into the building, enhancing the façade of the building. The building fits within its corner lot context and respects the adjacency of lower-scale residential uses to the south, east, and west.
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 proposed Combined Use Building is consistent with the Mixed Use Corridor guidelines. The building is designed as a low-profile, mixed-use form at three storeys, accommodating one commercial unit and six residential units.

Guideline Policy #	Policy	Response
		The building is located directly at the street frontage on both Drouillard Road and Richmond Street, reinforcing the pedestrian-oriented character of the corridor and providing block permeability with frontage on both streets. The commercial unit at grade activates the street level and supports the transit-supportive character of the corridor, with direct access to Route 3 at the corner of the Site. Parking is located entirely at the rear of the Site, accessed from the alleyway, ensuring no interruption to the building façade or pedestrian experience along the street.
	1. Located 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 proposed three-storey Combined Use Building is a Low Profile form of mixed-use development located along the Drouillard Road Mixed Use Corridor.
	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 corner lot condition provides frontage and access on two streets, ensuring block permeability consistent with this guideline.
	3. Design parking lots with planting strips and landscaped traffic islands, medians, or bumpouts to break up the expanse of hard surface areas.	The two covered parking spaces are located at the rear of the Site, accessed from the alleyway. There are no surface parking lots proposed along either street frontage.
	4. Design buildings to be compatible with, and	The building does not create undue adverse impacts in

Guideline Policy #	Policy	Response
	sensitively integrated with the surrounding land uses and built forms. Ensure appropriate transition to adjacent uses and built forms.	terms of shadow, privacy, or visual impact on abutting properties. The proposed development coexists harmoniously with the surrounding built form and enhances the character of the corridor.

Therefore, the proposed development is in keeping with the City of Windsor guidelines.

5.1.4 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.

The Site is currently zoned "Commercial District 2.2 (CD2.2)" on Map 6 of the City of Windsor Zoning By-Law 8600 (see Figure 5 – ZBL).

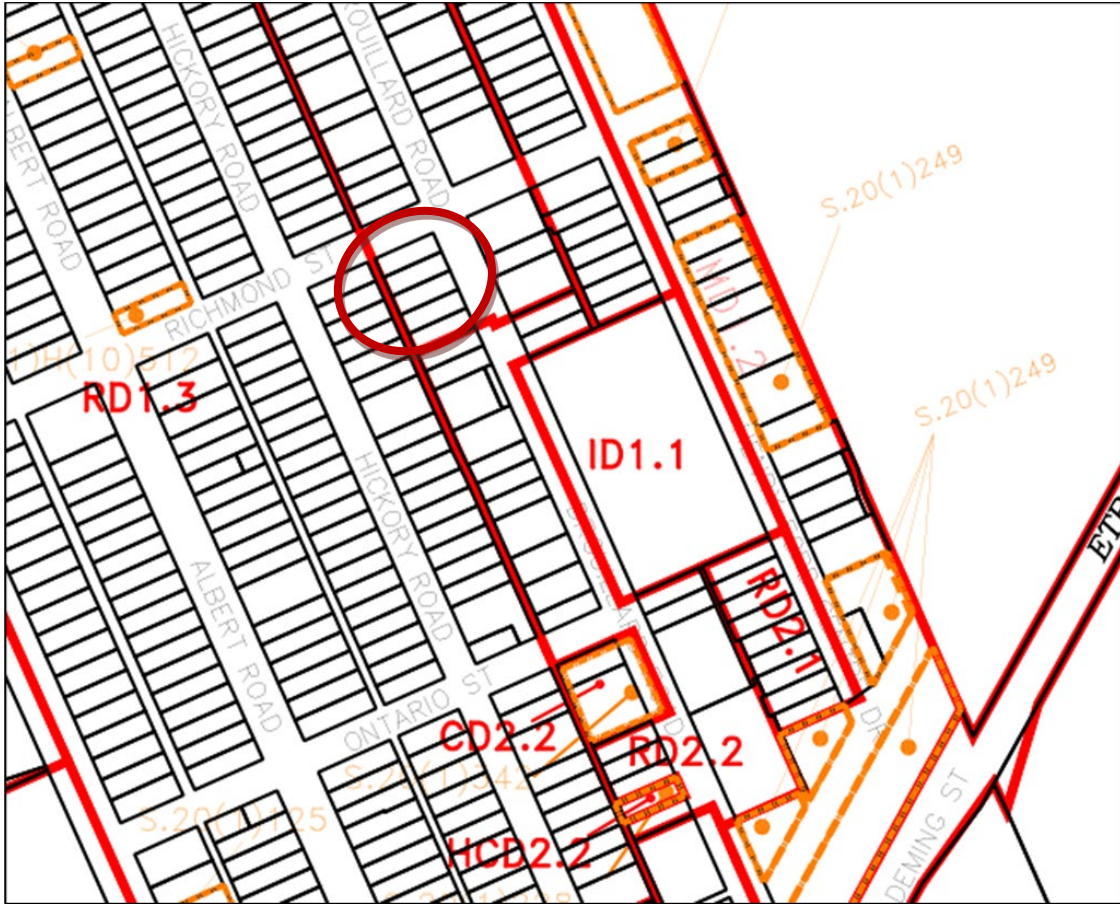


Figure 5 – ZBL

It is proposed to further amend the existing zoning of the Site by adding a zoning exception to permit residential dwelling units on the main floor of a Combined Use Building, to reduce the required amenity area, parking spaces, visitor parking spaces, and accessible parking spaces, and to provide relief from the corner lot separation requirement, thereby rezoning the Site to a site-specific Commercial District 2.2 (CD 2.2 – S.20(1)XXX) category to permit the proposed mixed-use development.

COMBINED USE BUILDING means a building having, as main uses, at least one dwelling unit and at least one non-residential use.

A review of the CD2.2 zone provisions, as set out in Section 15.2.5 of the ZBL, is as follows:

Zone Regulations	Required CD2.2	Proposed CD 2.2. - S.20(1)XXX	Compliance and/or Relief Requested with Justification
Permitted Uses	Bakery Business Office Child Care Centre Commercial School Confectionery Food Outlet – Take-Out Funeral Establishment Medical Office Micro-Brewery Personal Service Shop Place of Entertainment and Recreation Place of Worship Professional Studio Public Hall Repair Shop – Light Restaurant Retail Store Veterinary Office Wholesale Store Dwelling Units in a Combined Use Building with any one or more of the above uses Gas Bar Outdoor Market Parking Garage Public Parking Area Tourist Home Existing Automobile Repair Garage Existing Service Station Any use accessory to any	Dwelling Units in a Combined Use Building with any one or more of the above uses AND on the main floor	Subject to the approved ZBA (additional permitted use). The proposed Low Profile residential component contributes to corridor vitality, provides additional housing choice, and supports the planned function of the area without introducing height-related impacts. The 3-storey scale is compatible with the surrounding built form and reinforces the corridor's transition to adjacent neighbourhoods, while still achieving the OP's broader intensification and mixed-use objectives.

Zone Regulations	Required CD2.2	Proposed CD 2.2. - S.20(1)XXX	Compliance and/or Relief Requested with Justification
	of the preceding uses. An Outdoor Storage Yard is prohibited, save and except, in combination with the following main uses: Outdoor Market, Existing Automobile Repair Garage.		
Maximum Main Building Height	14.0 m	11.8 m	Complies.
Amenity Area – Per Dwelling Unit – minimum	12.0 m ² per unit 12.0 x 6 units = 75 m²	0 m² Relief applies only to dwelling units located on the ground floor of a combined-use building. Unit 102 - 0.0 m ² (Does Not Comply) Unit 103 - 0.0 m ² (Does Not Comply) Unit 201 - 32.5 m ² (Complies) Unit 202 - 12.8 m ² (Complies) Unit 203 - 12.8 m ² (Complies) Unit 204 - 35.3 m ² (Complies)	Relief required. <i>AMENITY AREA means the total area of a balcony, landscaped area, and the following as an accessory activity or use to a dwelling or a dwelling unit located on the same lot: common, community, meeting, multi-purpose, or similar room; community garden; indoor athletic, exercise, or recreational facility; lounge; scenery loft; swimming pool. It does not include the following: elevator lobby, laundry facility, mailbox facility, mail room, office, recycling or refuse room, storage room.</i> The proposed development is located on a compact corner lot of 264.8 m ² with a

Zone Regulations	Required CD2.2	Proposed CD 2.2. - S.20(1)XXX	Compliance and/or Relief Requested with Justification
			building footprint of 259.7 m², representing 98.1% lot coverage, which leaves no residual area for on-site amenity space at grade. However, the proposed development includes balconies on the third-floor units (approximately 350 sq ft, 138 sq ft, 138 sq ft, and 380 sq ft for Units 201, 202, 203, and 204 respectively, totalling approximately 1,006 sq ft / 93.5 m²), which provide private outdoor amenity space for the upper-floor residential units. The Site is located in an urban Mixed Use Corridor context where on-site amenity space is reflective of the urban environment. The Site is within walking distance of multiple public parks which provide accessible recreational amenity for future residents.
Gross Floor Area – maximum	Bakery or Confectionary - 550.0 m ²	N/A	N/A
	For a Combined Use Building, all dwelling units, not including entrances thereto, shall be located	For a Combined Use Building, all dwelling units, not including entrances thereto, shall be located above	Relief required. The proposed development includes two residential units (Units 102 and 103) located on the main floor alongside the commercial unit (Unit

Zone Regulations	Required CD2.2	Proposed CD 2.2. - S.20(1)XXX	Compliance and/or Relief Requested with Justification
	above the non-residential uses.	the non-residential uses AND on the main floor.	101), in addition to four two-level units on the second and third floors (Units 201, 202, 203, and 204). The placement of residential units on the main floor is a deliberate design response to the compact nature of the Site. Locating two residential units on the ground floor allows for a viable number of units while maintaining an active commercial presence at grade along Drouillard Road. The two ground-floor residential units face Richmond Street, which maintains the commercial character of the Drouillard Road frontage. The relief is consistent with the OP's Mixed Use Corridor policies, which encourage a mix of residential and commercial uses within Combined Use Buildings, and with the PPS, which supports all forms of residential intensification and the development of new housing options within previously developed areas.

Zone Regulations	Required CD2.2	Proposed CD 2.2. - S.20(1)XXX	Compliance and/or Relief Requested with Justification
Minimum Parking Requirements 24.20.5.1	Commercial Retail Store – 1 for each 22.5 m² GFA 61.04 m² ÷ 22.5 = 2.71 → 2 spaces (rounded down) Combined Use Building – 1.25 for each dwelling unit 6 x 1.25 = 7.5 (7 rounded down) TOTAL = 2 + 7 = 9 parking spaces required. NOTE: parking requirements have legal non conforming status, therefore 6 parking spaces are required	2 parking spaces provided (covered)	Relief required. The Site is located on the Drouillard Road Traditional Commercial Street and Main Street, and served by Transit Windsor, on-street parking along both Richmond Street. The rear public alley provides the two covered parking spaces. The compact site area and zero-lot-line development pattern make additional on-site parking physically impractical. A Parking Justification Report is being prepared and will be submitted in support of the proposed reduction (see Section 4.3.2).
Minimum Visitor Parking Spaces 24.22.1.1	For a Townhome Dwelling without an attached garage or carport, Multiple Dwelling with a minimum of five dwelling units, or Dwelling Units in a Combined Use Building, a minimum of 15 percent of	0 visitor parking spaces provided.	Relief required from 1 to 0 visitor parking spaces. Given the reduced total parking of 2 spaces and the compact corner site, the provision of an additional dedicated visitor parking space is physically impractical.

Zone Regulations	Required CD2.2	Proposed CD 2.2. - S.20(1)XXX	Compliance and/or Relief Requested with Justification
	parking spaces shall be marked as visitor parking. $15\% \times 9 = 1.35 \rightarrow$ 1 visitor parking space required (per 24.22.1.5 proviso).		On-street visitor parking is available along both Richmond Street and Drouillard Road, immediately adjacent to the Site, providing accessible short-term parking for visitors.
Minimum Bicycle Parking Spaces 24.30.1.1	1 to 9 = 0	0	Complies.
Minimum Loading Spaces 24.40.1.5	1,000 m ² or less = 0	0	Complies.
Corner Lot 5.15.5	On a corner lot, any part of any building or structure shall have a minimum separation of 6.0 m from the point of intersection of any two streets unless: .1 that part of the building or structure is elevated a minimum of 2.20 m above grade; .2 that part of the building or structure consists exclusively of not more than one	0.10 m from the point of intersection of Drouillard Road and Richmond Street. The setback may have had legal non complying status.	Relief required. Full relief from the 6.0 m corner lot separation requirement is requested. The relief is consistent with the City of Windsor Planning Department's confirmation, via email dated December 4, 2025, that the owner of the subject property is authorized to reconstruct the previous non-conforming building within its original building envelope, which includes the lands within the corner cut-off area and the Drouillard Road widening area, and that this results in no change to existing sightlines between

Zone Regulations	Required CD2.2	Proposed CD 2.2. - S.20(1)XXX	Compliance and/or Relief Requested with Justification
	structural support column having a maximum outside diameter of 1.0 m and a minimum height of 2.20 m above grade.		Drouillard Road and Richmond Street. The Planning Department has also noted in the Stage 1 Pre-Consultation Letter (File PC-094/25, February 24, 2026) that chamfering the northeast corner of the building at the ground floor is encouraged and may serve as the main commercial entrance, which would further enhance sightlines at the intersection. The proposed building placement within the original building envelope is consistent with the OP policy framework for reconstruction of non-conforming buildings.

Therefore, the proposed development will comply with the purpose and intent of the City of Windsor ZBL.

In addition to the request to permit dwelling units in a combined use building with any one or more of the above uses AND on the main floor as an additional permitted use, all CD2.2 zone provisions shall comply with the following requested relief:

- *To decrease the minimum amenity area from 72 m² to 0 m²,*
- *To decrease the minimum parking from 6 to 2 spaces,*
- *To decrease the minimum visitor parking from 1 to 0 spaces, and*
- *On a corner lot, any part of any building or structure shall have a minimum separation of 0.10 m from the point of intersection of any two streets.*

6.0 SUMMARY AND CONCLUSION

6.1 Context and Site Suitability Summary

6.1.1 Site Suitability

The Site is ideally suited for mixed-use development for the following reasons:

- The land area is sufficient to accommodate the proposed development,
- The Site is flat, which is conducive to easy vehicular movement,
- The Site has access to full municipal water, storm and sewer systems,
- There are no anticipated traffic or parking concerns,
- There are no environmental concerns, and
- There are no hazards.

6.1.2 Compatibility of Design

The proposed combined use building is compatible with the surrounding area in terms of scale, massing, height, and siting.

The proposed three-storey building at 11.8 m is a low profile development consistent with the built form character of the Drouillard Road Mixed Use Corridor, and is below the maximum permitted height of 14.0 m within the CD2.2 zone.

The third-storey step-back of 2.13 m wrapping the south, east, and west elevations provides an appropriate transition in scale to the adjacent low-profile residential uses, particularly to the south.

All parking is located at the rear of the Site, accessed from the rear alleyway, maintaining continuous building façades along both Drouillard Road and Richmond Street.

The proposed density of 226.59 units per hectare is appropriate for the Site and its location within a designated Mixed Use Corridor.

The Site is pedestrian-friendly, with direct access to transit, sidewalks, and local amenities.

6.1.3 Good Planning

The proposal represents good planning as it addresses the need for more housing and commercial space in an existing built-up area.

The proposed Combined Use Building will contribute toward the City's intensification and infilling objectives on a vacant corner lot within a designated Mixed Use Corridor and Traditional Commercial Street.

Residential and commercial uses on the Site represent an efficient development pattern that optimizes the use of land in an existing built-up area that has residential uses surrounding the Site.

The proposed development will not put any additional stress on municipal infrastructure or the current Site.

6.1.4 Natural Environment Impacts

The proposal does not have any negative natural environmental impacts, as there are no natural heritage features on the Site.

6.1.5 Municipal Services Impacts

There will be no negative impacts on the municipal system, and it will not add to the capacity in a significant way.

6.1.6 Social, Cultural and/or Economic Conditions

The proposed development does not negatively affect the social environment as the Site is in close proximity to major transportation networks, transit, parks, places of worship and community amenities.

The proposed development does not cause any public health and safety concerns.

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 development opportunity.

There are no cultural heritage constraints that impact the Site.

6.2 Conclusion

The proposed mixed-use development at 1103 Drouillard Road is appropriate, and the application for ZBA should be approved by the City of Windsor.

This PRR has demonstrated that the proposed development is consistent with the PPS, conforms with the intent and purpose of the City of Windsor Official Plan and Zoning By-law 8600, and represents good planning.

For all of the foregoing reasons, approval of the ZBA application is respectfully requested.

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

