

PLANNING RATIONALE REPORT

ZONING BY-LAW AMENDMENT FOR PROPOSED RESIDENTIAL DEVELOPMENT

1258 - 1264 Argyle Road,
City of Windsor, Ontario

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Prepared by:



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1.0 INTRODUCTION

I have been retained by Designatier on behalf of 1000919722 Ontario Inc. (herein the 'Applicant'), to provide a land use Planning Rationale Report (PRR) in support of a proposed residential development for property located at 1258 -1264 Argyle Road (herein the "Site") in the City of Windsor, Province of Ontario.

The Site is made up of 3 parcels of land, presently vacant and is within the Walkerville Planning District (Ward 4).

The Applicant is proposing to develop the Site for residential use.

A new 2.5-storey (with full basement) multiple dwelling with a total of 7 residential dwelling units is proposed to be constructed.

Parking on-site for 7 vehicles is proposed to be located at the rear of the Site with access from the rear alley.

Tenure of the units will be individually owned (condominium).

Stage 1 pre-consultation (City File PC-072/24) was completed by the Applicant. Comments dated September 19, 2024, were received and have been incorporated into the proposed application.

Stage 2 pre-consultation (City File PC-043/25) was completed by the Applicant. Comments dated June 18, 2025 (and revised on June 30, 2025), 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.

The purpose of the ZBA application is to permit a multiple dwelling with site specific relief.

The purpose of this report 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) as it pertains to the ZBA application.

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

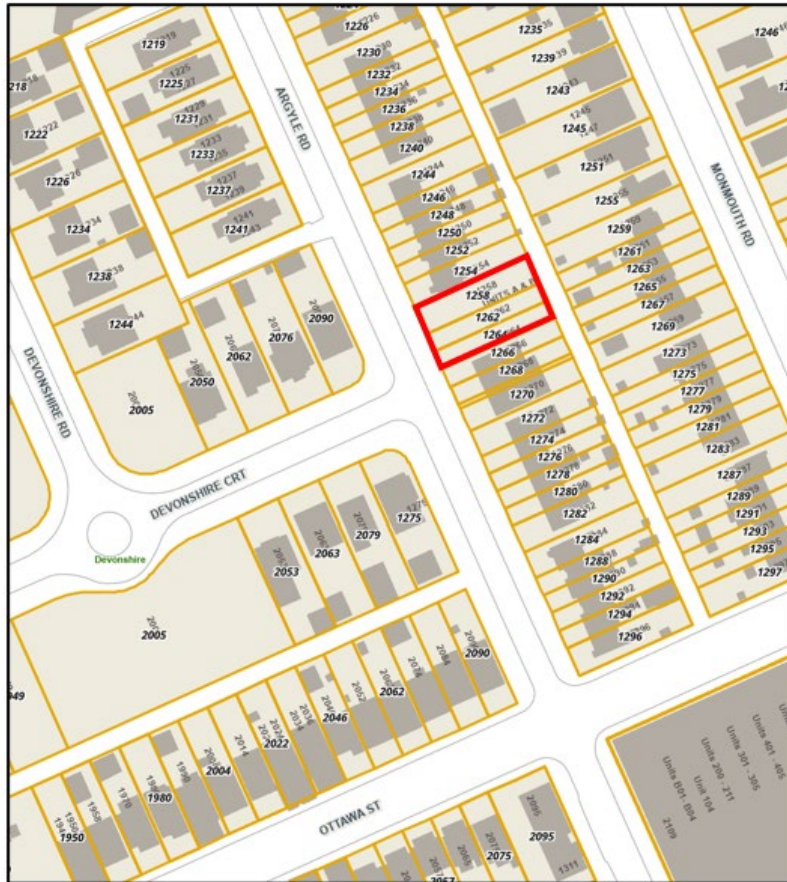
2.0 SITE AND SURROUNDING LAND USES

2.1 Legal Description, Ownership and Previous Use

The Site has been owned by 1000919722 Ontario Inc since 2025.

The Site is presently vacant and is within the Walkerville Planning District (Ward 4).

The Site is an interior parcel of land on the east side of Argyle Rd, between Ottawa St. and Ontario St. (see the area in red in the Key Map on Figure 1a).



The Site is made up of 3 parcels of land and is legally described and locally known as follows:

Address	ARN	Legal	PIN
1258 Argyle Road	020-230-02300	PT LOT 67 PLAN 684 WALKERVILLE; PT LOT 68 PLAN 684 WALKERVILLE AS IN R1028139; WINDSOR	01131-0560
1262 Argyle Road	020-230-02400	PT LOT 68 PLAN 684 WALKERVILLE AS IN R1085426; WINDSOR	01131-0561
1264 Argyle Road	020-230-02500	PT LOT 68 PLAN 684 WALKERVILLE; PT LOT 69 PLAN 684 WALKERVILLE AS IN R1016982; WINDSOR	01131-0562

The intent of the Applicant is to consolidate the 3 parcels of land.

2.2 Physical Features of the Site

2.2.1 Size and Site Dimension

The Site consists of a total area of 721.18 m² or 0.072 ha.

The Site is a rectangular-shaped lot with an approximate frontage of 19.84 m along the east side of Argyle Street and a depth of 36.35 m (see street view of Site on Figure 1b).



Figure 1b – Street View, from Argyle Road (Source: Pillon Abbs Inc.)

2.2.2 Vegetation and Soil

The Site is currently vacant and largely has a maintained lawn.

Soil is made up of Brookston Clay Loam (Bcl).

2.2.3 Topography and Drainage

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

The Site is part of the Windsor Area Drainage.

The Site is not impacted by source water protection Event Based Area (EBA).

2.2.4 Other Physical Features

There is an alleyway located to the east of the Site.

There is fencing abutting the Site, owned by others.

2.2.5 Municipal Services

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

The closest fire hydrant is located in front of the Site, along Argyle Road.

Streetlights and sidewalks are located along Argyle Road.

Argyle Road is a 2-way north-south roadway.

The Site is close to major transportation networks, including Ottawa Street and Walker Road.

The Site has access to transit, with the nearest bus stops (240 m) located at the corner of Ottawa Street and Monmouth Road (Stop ID: 1560, Bus #4).

2.2.6 Nearby Amenities

There are several schools close to the Site, including Ecole Elementaire L'Envolee, St Anne French Immersion and Walkerville Collegiate Institute.

There are many parks and recreation opportunities in proximity to the Site, including Devonshire Park, Willistead Park, Lanspeary Park and Gary Dugal Park.

There are nearby commercial uses, such as food service, personal service shops, and retail. There are also nearby employment lands, places of worship, medical services, libraries and local/regional amenities.

2.3 Surrounding Land Uses

Overall, the Site is located in an established (mature) residential area, which has a lot of historical background.

The surrounding area consists of single detached dwellings, multiple dwellings, commercial and institutional buildings.

The Site is also steps from Wyandotte Street and Ottawa Street, as well as Walker Road corridor and nodes, which include many personal service, retail, food and beverage outlets, as well as the city market on Walker Road.

The Site is adjacent to Windsor's most walkable neighbourhood corridors and is considered the gem of Walkerville.

A site visit was conducted on October 28, 2024.

North – The lands to the north of the Site are used for residential with frontage along Argyle Road (see Photo 1 - North).



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

East – The lands directly to the east of the Site (past the alleyway) are used for residential with frontage along Monmouth Road (see Photo 2 – East).



Photo 2 – East (Source: Google Maps)

South – The lands directly to the south of the Site are used for residential with frontage along Argyle Road (see Photo 3 - South).



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

West – The lands directly to the west of the Site are used for residential with frontage along Devonshire Court (see Photo 4 – West).



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

3.0 PROPOSAL AND CONSULTATION

3.1 Development Proposal

The Site is presently vacant and is within the Walkerville Planning District (Ward 4).

The Applicant is proposing to develop the Site for residential use.

A new 2.5-storey (with full basement) multiple dwelling with a total of 7 residential dwelling units is proposed to be constructed.

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

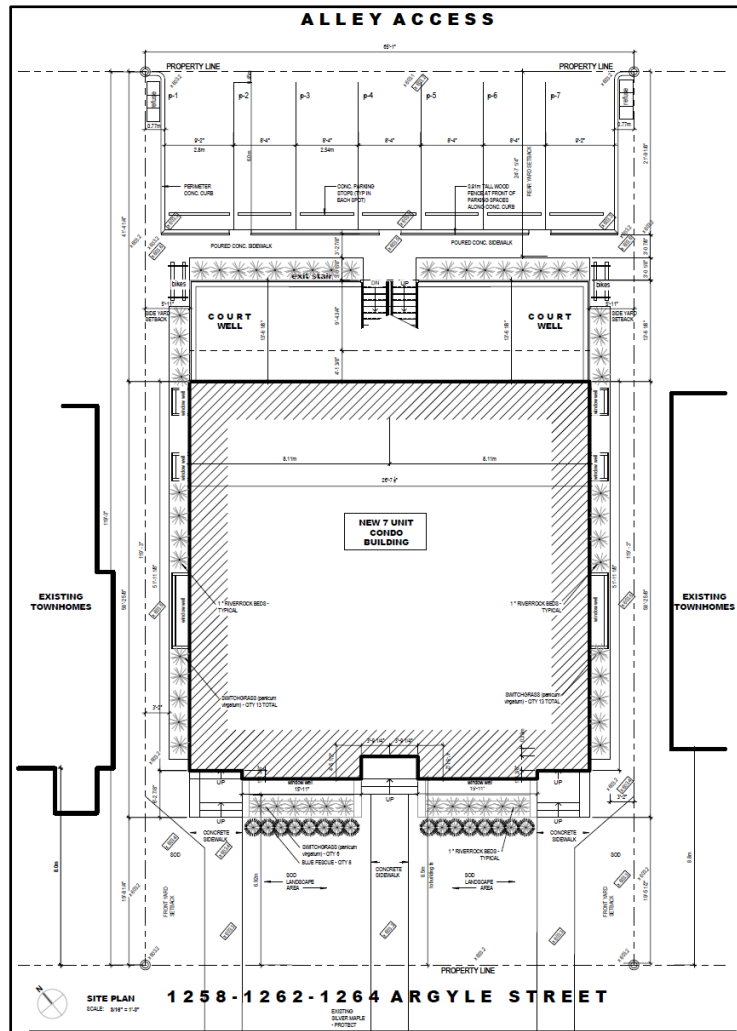


Figure 2a – Concept Plan

The concept plan illustrates the proposed lot layout.

The proposed dwelling will face Argyle Road with a total of 4 entrances on the main facade.

Elevations have been prepared (see Figure 2b – Elevations).



Figure 2b – Elevations

Renderings have been prepared (see Figure 2c – Renderings).





Figure 2c – Renderings

The elevations and renderings illustrates how the proposed multiple dwelling will look.

The proposed dwelling is designed to appear as a townhouse.

The details of the treatment and materiality are inspired by neighbouring esthetics and styles found in the immediate proximity of the Site.

Based on the area of the Site (0.072 ha) and the number of proposed units (7), the proposed development will result in a gross density of 97.22 units per hectare (uph).

Tenure of the residential dwelling units will be individually owned (condominium).

The proposed units will range in size and offer 2 bedroom units.

Parking on-site for 7 vehicles is proposed to be located in the rear yard, with access from the rear alley.

Bicycle parking (4 total) will be provided.

The Site will be professionally landscaped. The front yard contains an existing medium-sized silver maple tree that will be protected and preserved to allow it to contribute to the existing mature tree line of the street. The front yard will be primarily sodded in the character of adjoining green properties with a series of non-evasive planting that will soften the base of the architecture and provide a level of privacy.

Rear parking will be screened with a solid fence.

Private amenity space will be provided for each residential dwelling unit, including rear yard patios.

Refuse to be located at the rear of the Site.

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 hybrid (electronic and in person) public open house was held with area residents and property owners on Tuesday, December 3, 2024, from 6:00 pm to 7:00 pm at the Willistead Manor and via Zoom.

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

A total of 401 owners and tenants were notified, which represents a 200 m radius from the Site.

In addition to the applicant representatives, Ward Councillor and City Staff, 16 residents attended the open house in person and 1 electronically.

Email comments were also received.

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

Topic Item	Comments and Questions	Response
Impact	Concerned about the impact this three-story building will have on our neighborhood	Elevations were provided to illustrate how the proposed dwelling will blend with the architectural design of the area.
Size and Scale	<p>A development of this size and scale is entirely out of place in the middle of our street and will dwarf our historic 1905 homes, altering the character of the area significantly.</p> <p>Excessive size and height of the proposed condo building with 8 units.</p> <p>6 units would be better.</p>	<p>As of right, a semi-detached dwelling and ARU would have a total of 6 units.</p> <p>The proposal requests 2 additional units.</p> <p>An alternative could be a townhome with ADU for a total of 9 units.</p> <p>7 units are now proposed.</p>

Topic Item	Comments and Questions	Response
	<p>A townhome would be better, like the abutting property to the south.</p> <p>So something smaller.</p>	<p>Parking for ARU is also different than a multiple dwelling (less would be required).</p>
Density and Character	<p>A total of 16 people could live here.</p> <p>This will change the character of the area.</p>	<p>The proposed density is appropriate.</p> <p>The UDB will illustrate how the proposed dwelling will be designed to fit the character of the area.</p>
Parking	<p>The parking arrangement is inadequate; 8 units with only 6 parking spots will put additional pressure on an already strained parking situation in Walkerville.</p> <p>This is a major concern for residents like myself, who do not have private driveways.</p> <p>There really isn't any spare parking on the street (Walkerville high school takes available spots)so how can more of an overload of parking be added in such a small area?</p> <p>What were your calculations used to determine that 6 additional parking sites in the back were adequate (with proposal increasing from 3 residential units to 8)?</p> <p>Neighbours will suffer.</p> <p>This is already a problem.</p>	<p>A total of 6 parking spaces are proposed.</p> <p>A parking study will be completed to assess the proposed 6 parking spaces.</p> <p>Parking for 7 spaces are now provided.</p>
Height	<p>The overpowering height changes the designated heritage format of the neighbourhood which has</p>	<p>The proposed height is in keeping with the abutting property to the south.</p> <p>Standard ceiling height.</p>

Topic Item	Comments and Questions	Response
	<p>been established since the time of Hiram Walker.</p> <p>The building is huge. It towers over the neighbourhood.</p> <p>What is the ceiling height?</p> <p>2 storey max would be better.</p>	<p>A mansard roof is proposed instead of dormers.</p> <p>A 2.5-storey (with full basement) is now proposed.</p>
Tourism	Tourism is important in Windsor and this building will add to the demise of that designation.	Noted.
Tenure	<p>Are these units rental or condo?</p> <p>Rentals do not add value to this area.</p> <p>Units won't be sold as condos.</p> <p>Who makes the decision?</p>	Tenure of the units will be individually owned (condominium).
Fit	<p>This unit does not fit within the neighbourhood.</p> <p>We survived the fire of the original row houses, now we must cope with this problem.</p>	A UDB will be prepared to assess the fit with the neighbourhood.
Elevations	With regard to the site plan provided, please also provide the portion of the plan that shows the vertical.	Elevations were provided via email and the open house.
Safety	<p>There have been murders in the area.</p> <p>The alley is unsafe.</p> <p>There is already crime in the area.</p> <p>Safety will be impacted by the proposed development.</p>	The intent is to develop the site in a manner that will be safe.

Topic Item	Comments and Questions	Response
Garbage and Recycling	Where will people store their blue boxes and garbage containers?	Storage is provided at the rear of the buildings.
Access	Is there front and rear access to the units? Can someone walk around the building? People should not be able to cut through to the alley from Argyle. Is there side access?	Yes, there will be both front and rear access. Yes, people will be able to walk around the buildings. Fencing could be installed. No side access.
Bicycles	Where will bike parking be located? You need more parking spaces,	At the rear of the Site.
Setbacks and Requested Relief	What are the setbacks, and do they comply?	The building has been pushed back. The side yard complies with the zoning regulations. Full zoning analysis is still required.
Applicant	Who are the developers? Would you live here?	Applicants were in attendance at the open house and introduced themselves. Yes, the applicants are considered to be living in a unit.
Maintenance	The lot has been left overgrown. Lot must be maintained and kept clean. Grass and garbage have been issues for years.	The Applicants are new and have been maintaining the Site since they purchased the Site.
Unit size	What are the unit sizes? These are not appropriate for families. This will not be a home.	The final design of the proposed dwelling will be addressed at the time of building permit.

Topic Item	Comments and Questions	Response
		<p>The units are intended for people who want to start out on their own or to downsize.</p> <p>The units provide a new housing choice in an existing neighbourhood.</p>
Market and Demand	<p>Are there comparable in the area?</p> <p>Is there a demand for these units?</p> <p>What will the rent be?</p>	<p>Yes, there are comparable and there is a demand.</p> <p>Unit price or rental – TBD</p> <p>Tenure of the units will be individually owned (condominium).</p>
Heritage	How will the heritage of the area be protected?	<p>The design of the building will need to fit with the character of the area.</p> <p>An UDB will be prepared.</p>
Support Studies	Review what studies the City has asked.	The list was shown in the presentation.

4.0 PROPOSED APPLICATION AND STUDIES

Stage 1 pre-consultation (City File PC-072/24) was completed by the Applicant. Comments dated September 19, 2024, were received and have been incorporated into the proposed application.

Stage 2 pre-consultation (City File PC-043/25) was completed by the Applicant. Comments dated June 18, 2025 (and revised on June 30, 2025), 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 "Residential District 2.2 (RD2.2)" on Map 7 of the City of Windsor Zoning By-Law 8600.

The Site is also subject to Section 267, which restricts front yard parking space in any existing front yard.

It is proposed to further amend the "Residential District 2.2 (RD2.2- S.20(1)XXX)" zone category and permit the proposed multiple dwellings with 7 residential dwelling units as an additional permitted use.

All RD2.2 zone provisions shall comply with the exception of relief from certain zoning provisions.

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

4.2 Other Application

Prior to any construction or site alterations, the proposed development will require a building permit to be issued by the City of Windsor.

The Site is not subject to Site Plan Control (SPC) approval.

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 Urban Design Brief

An Urban Design Brief (UDB) was prepared by Architecttura Architects and Engineers, dated April 21, 2026.

The purpose of the report is to describe and illustrate the proposed design for a development proposal and demonstrate how the design meets the intent of the Urban Design Guidelines and other City design guidelines and policies.

It was concluded that the proposed residential development is appropriate for the Site and consistent with good planning and urban design principles.

4.3.2 Storm Water

A Stormwater Management Report (SWM) was prepared by D.C. McCloskey Engineering Ltd., dated March 31, 2025 and further revised dated April 20, 2026.

The purpose of the report is to assess the lot grading and stormwater management for the Site.

It was concluded that detention storage volume meets the minimum requirements.

4.3.3 Parking

A Parking Study was prepared by RC Spencer Associates Inc., Consulting Engineers, dated October 2024.

The purpose of the report is to evaluate the impacts of reducing the parking requirement from 10 to 6 parking spaces, although 7 parking spaces are provided.

A parking ratio of 1:1 is being provided, based on the revised concept plan.

It was noted that the Site is close to existing active transportation facilities and reliable transit options.

It was concluded that the proposed on-site parking supply could adequately accommodate the peak parking demand generated by the proposed development.

4.3.4 Landscaping

A Landscaping Plan was prepared by Designatlier.

The purpose of the plan is to illustrate the proposed tree plantings, amenity space and green space.

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.

The following provides a summary of the key policy considerations of the PPS as it relates 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.
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 minimum of 15 years through lands which are designated	The proposed development will help provide for a mix of housing options and densities to meet the needs of the City. Full municipal services are available.

PPS Policy #	Policy	Response
	<p>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>	
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, longterm 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>The proposed development will provide for a range and mix of housing options.</p> <p>The Site has access to transportation options, public service facilities, other institutional uses, and parks.</p> <p>Accessibility 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 targets for the provision of housing that is affordable to low and moderate income</p>	<p>The proposed development is a new housing option for the area.</p> <p>The proposed development supports the City's targets.</p> <p>The needs of the residents can be accommodated as the Site is located near local amenities.</p>

PPS Policy #	Policy	Response
	<p>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 wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3; <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 intensification, including potential air rights development, in proximity to</p>	<p>The Site offers an opportunity for intensification and infilling.</p> <p>The proposed density is appropriate for the Site.</p> <p>Residents will have access to nearby transit.</p>

PPS Policy #	Policy	Response
	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.
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 total density of the proposed development is considered appropriate.</p> <p>The Site offers an opportunity for infilling by creating new residential dwelling units on a vacant parcel of land.</p> <p>The proposed height and massing of the dwellings will blend with the existing residential uses in the area.</p> <p>Residents will have immediate access to shopping, employment, transit, active transportation, recreational areas and institutional uses.</p> <p>Transit is available for the area.</p> <p>Active transportation is available in the area.</p>
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	<p>The proposed development provides an infill opportunity for a vacant parcel of land.</p> <p>The Site was always intended for residential development.</p>

PPS Policy #	Policy	Response
	infrastructure and public service facilities.	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 appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.	The Site has access to existing infrastructure and nearby public service facilities.
Chapter 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.
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	The proposed development will be serviced by municipal sewer, water and storm, which is the preferred form of servicing for settlement areas.

PPS Policy #	Policy	Response
	servicing systems and decentralized servicing systems.	
4.1.1 – Natural Heritage	Natural features and areas shall be protected for the long term.	There are no natural heritage features that impact the Site.
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;	A SWM has been provided and summarized in Section 4.3.2 of this PRR.
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.

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.

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

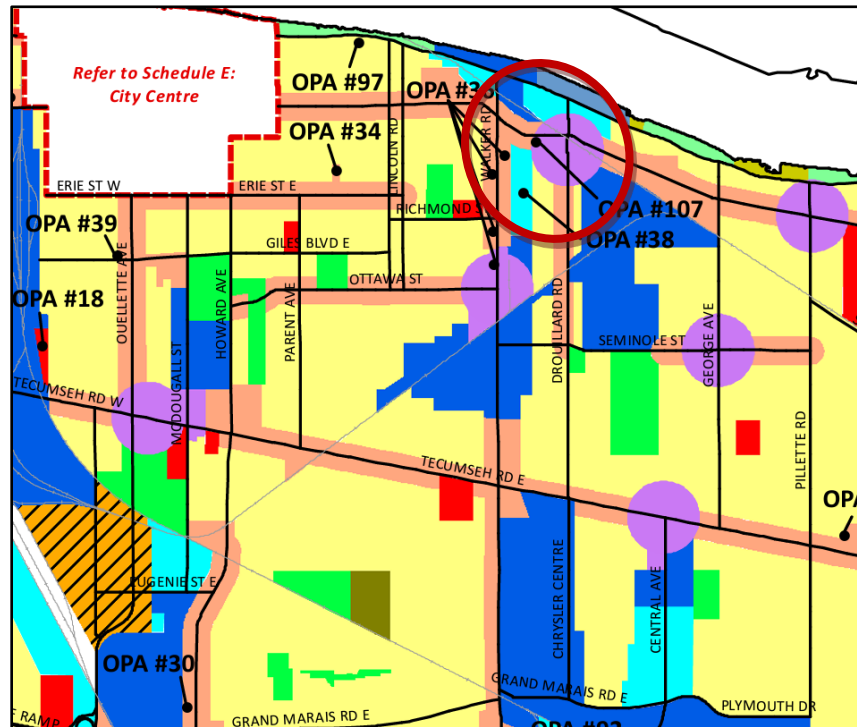


Figure 4 –OP

The Site is also subject to the following:

- Schedule 'A-1' – Special Policy Areas – located within a "Mature Neighbourhood"
- Schedule 'F-1' – "Railways/Rail Corridors and Railyards "– located to the South (+/- 350m)
- Schedule 'G' - Civic Image – located within "Heritage Area"

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 people have an opportunity to live in their neighbourhoods as they pass through the various stages of their lives.	The proposed residential development supports one of the City's overall development strategies of providing for a range of housing types.

OP Policy #	Policy	Response
		The proposed development is close to transit and local amenities.
3.3.3 - Neighbourhoods	<p>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.</p> <p>The three dominant types of dwellings in Windsor's neighbourhoods are single detached, semi-detached and townhouses.</p> <p>The density range for Windsor's neighbourhoods is between 20 to 35 units per net hectare.</p> <p>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.</p>	<p>The proposed residential development is in an existing built-up area of the City.</p> <p>The proposed residential dwelling units will blend with the surrounding area.</p> <p>The Site offers appropriate infilling within the existing settlement area.</p> <p>The area has access to nearby amenities, such as public spaces, commercial nodes, and recreational activities.</p> <p>The proposed density offers an opportunity to efficiently use municipal infrastructure.</p> <p>The Site will provide for more housing in an existing built-up area.</p>
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	<p>The proposed development will support the City's goal of promoting a healthy community (live, work and play).</p> <p>The proposed development is close to nearby transit,</p>

OP Policy #	Policy	Response
	their consideration and application as a part of the planning process.	employment, shopping, local/regional amenities, and parks.
5.0 - Environment	A healthy and sustainable environment represents a balance between human activities and natural features and functions. In order to attain this balance, Council will enhance the quality of Windsor's natural environment and manage development in a manner that recognizes the environment as the basis of a safe, caring and diverse community and a vibrant economy.	<p>The proposed development will support the City's goal of a healthy and sustainable environment.</p> <p>The Site is flat, which is conducive to easy vehicular movements.</p> <p>The Site will include new sidewalks which will connect the building to the municipal r-o-w.</p> <p>There are no anticipated traffic concerns, no environmental concerns, and no expected hazards.</p>
6.0 - Preamble	A healthy and livable city is one in which people can enjoy a vibrant economy and a sustainable healthy environment in safe, caring and diverse neighbourhoods. In order to ensure that Windsor is such a city, Council will manage development through an approach which balances environmental, social and economic considerations.	The proposed development supports the policy set out in the OP as it is suited for the residential needs of the City.
6.1 - Goals	<p>In keeping with the Strategic Directions, Council's land use goals are to achieve:</p> <p>6.1.1 Safe, caring and diverse neighbourhoods.</p> <p>6.1.3 Housing suited to the needs of Windsor's residents.</p>	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.

OP Policy #	Policy	Response
	6.1.10 Pedestrian oriented clusters of residential, commercial, employment and institutional uses.	
6.2.1.2 – Types of Development Profile	<p>For the purpose of this Plan, Development Profile refers to the height of a building or structure. Accordingly, the following Development Profiles apply to all land use designations on Schedule D: Land Use unless specifically provided elsewhere in this Plan:</p> <p>(a) Low Profile developments are buildings or structures generally no greater than three (3) storeys in height;</p> <p>(b) Medium Profile developments are buildings or structures generally no greater than six (6) storeys in height; and</p> <p>(c) High Profile developments are buildings or structures generally no greater than fourteen (14) storeys in height.</p>	<p>The proposed development of the residential dwelling units is considered low-profile building.</p> <p>A 2.5-storey (with full basement) multiple dwelling is proposed.</p>
6.3.1.1 - Residential	To support a complementary range of housing forms and tenures in all neighbourhoods.	<p>The proposed development provides for a new housing choice in an existing built-up area.</p> <p>The proposed development will blend with the built form of the neighbourhood.</p> <p>The proposed development will increase the housing stock in Windsor and provide residents with additional affordable housing options that blend into this neighbourhood seamlessly.</p>

OP Policy #	Policy	Response
6.3.1.2	To promote compact neighbourhoods which encourage a balanced transportation system.	The existing neighbourhood has access to transportation options, including transit.
6.3.1.3 – Intensification Infill & Redevelopment	To promote residential redevelopment, infill and intensification initiatives in locations in accordance with this plan.	The Site provides an opportunity for infilling within an existing built-up area and will connect existing neighbourhoods.
6.3.2.1 – Permitted Uses	Uses permitted in the Residential land use designation identified on Schedule D: Land Use include Low Profile , and Medium Profile dwelling units. High Profile Residential Buildings shall be directed to locate in the City Centre, Mixed Use Centres and Mixed Use Corridors.	It is proposed to construct a multiple dwelling, which are a permitted low profile use.
6.3.2.3 – Type of Low Profile Housing	For the purposes of this Plan, Low Profile housing development is further classified as follows: (a) small scale forms: single detached, semi-detached, duplex and row and multiplexes with up to 8 units; and (b) large scale forms: buildings with more than 8 units.	The proposed development is considered small scale. A total of 7 units are proposed.
6.3.2.4 - Location	Residential intensification shall be directed to the Mixed Use Nodes and areas in proximity to those Nodes. Within these areas Medium Profile buildings, up to four (4) storeys in height shall be permitted. These taller buildings shall be designed to provide a transition in height and massing from low-profile areas. New residential development and	The Site has access to major transportation networks. Full municipal services are available. Access to transit is available with bus stops nearby.

OP Policy #	Policy	Response
	intensification shall be located where: (a) There is access to a collector or arterial road; (b) Full municipal physical services can be provided; (c) Adequate community services and open spaces are available or are planned; and (d) Public transportation service can be provided.	
6.3.2.5 - Evaluation	At the time of submission, the proponent shall demonstrate to the satisfaction of the Municipality that a proposed residential development within an area having a Neighbourhood development pattern is: (a) feasible having regard to the other provisions of this Plan, provincial legislation, policies and appropriate guidelines and support studies for uses: (i) within or adjacent to any area identified on Schedule C: Development Constraint Areas and described in the Environment chapter of this Plan; (ii) adjacent to sources of nuisance, such as noise, odour, vibration and dust; (iii) within a site of potential or known contamination; (iv) where traffic generation and distribution is a provincial or municipal concern; (v) and adjacent to heritage resources. (b) in keeping with the goals, objectives and policies of any secondary plan or guideline plan affecting the surrounding area; (c) In existing neighbourhoods, compatible with the surrounding area in terms of	<p>This PRR has addressed provincial legislation in Section 5.1.1.</p> <p>There are no constraints.</p> <p>There are no nuisances.</p> <p>There is no contamination.</p> <p>Traffic generated from the proposed development is not expected to have any negative impact.</p> <p>There are no heritage resources.</p> <p>The proposed development is in keeping with policies and plans.</p> <p>There are no secondary plans that impact the Site.</p> <p>The proposed development is compatible with the area as it is in keeping with the character of the existing neighbourhood.</p> <p>The proposed height of the buildings will be kept low profile, similar to the existing dwellings in the area.</p>

OP Policy #	Policy	Response
	<p>scale, massing, height, siting, orientation, setbacks, parking and amenity areas. In Mature Neighbourhoods as shown on Schedule A-1, compatible with the surrounding area, as noted above, and consistent with the streetscape, architectural style and materials, landscape character and setback between the buildings and streets; (d) provided with adequate off street parking; (e) capable of being provided with full municipal physical services and emergency services; and (f) facilitation a gradual transition from Low Profile residential development to Medium and/or High Profile development and vice versa, where appropriate, in accordance with Design Guidelines approved by Council.</p>	<p>The massing of the development will fit well on the size of the existing lot.</p> <p>The Site is in a mature neighbourhood as shown on Schedule A-1 of the OP.</p> <p>Off street parking is provided and the proposed reduction is not anticipated to have any negative impacts.</p> <p>Full municipal services are available.</p> <p>The proposed development will be professionally designed and landscaped.</p> <p>The City of Windsor intensification guidelines will be followed.</p> <p>All RD2.2 zone provisions shall comply with the exception of certain zoning provisions.</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 Site is close to nearby transit, has access to major transportation networks and can be serviced with full municipal services.</p> <p>There will be no negative impacts on the municipal system, and it will not add to the capacity in a significant way.</p>
7.2.8.8 – Development Adjacent to a Corridor (Rail)	<p>Council shall evaluate a proposed development adjacent to a Rail Corridor, in accordance with the following:</p>	<p>The Site is located +/- 350m.</p> <p>There was no requirement for a noise or vibration study.</p>

OP Policy #	Policy	Response
	(a) All proponents of a new development within 300 metres of a rail corridor, may be required to complete a noise study to support the proposal, and if the need for mitigation measures is determined by such study, shall identify and recommend appropriate mitigation measures, in accordance with the Procedures chapter of this Plan;	
8.2.2.3 – Heritage Areas (Civic Image)	Council will ensure that a proposed development or infrastructure undertaking maintains, reinforces and enhances the character of a Heritage Area in accordance with the Heritage Conservation chapter of this Plan.	The Site is located in the Walkerville Heritage Area. Heritage sensitive considerations has been given to ensure that the heritage context is considered and serve as an inspiration to create a development that is sympathetic to adjacent heritage resources in its design.
9.3.5.1 – Heritage Areas	Council will enhance heritage resources by: (ii) Development be of compatible height, massing, scale, setback and architectural style;	An UDB has been prepared and summarized in Section 4.3.1 of this PRR.
9.3.7.1 - Archaeological Assessment	Council will integrate heritage conservation into the development and infrastructure approval process by: (a) An archaeological assessment is required as part of a complete application for all development or site alteration application, including municipal projects, if it is determined using the archaeological management plan potential mapping that any part of a potential development area possesses	The subject properties are partially located within the Archaeological Potential Zone (Windsor Archaeological Management Plan, 2024; OPA 181; OP Volume I Schedule C-1). However, the City of Windsor has records of the site being cleaned, cleared, and levelled, with footings and foundations of the demolished townhouse building removed in 2019. Thus, an archaeological

OP Policy #	Policy	Response
	archaeological potential or known archaeological resources as set out in Schedule C-1 Archaeological Potential. Projects involving in-water works may require a marine archaeological assessment if so determined using the Criteria for Evaluating Marine Archaeological Potential checklist published by the Archaeology Program Unit, MCM.	assessment is not requested at this time.

Therefore, the proposed development conforms to the City of Windsor OP.

5.1.3 Windsor Intensification Guidelines

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

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 located in a 'Mature Neighbourhood' as set out in Schedule 'A-1' – Special Policy Areas, City of Windsor OP.

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

Guideline Policy #	Policy	Response
2.2 – General Guidelines for All Development	The intent for development within Windsor's Stable and Mature Neighbourhoods is to maintain the Low Profile built form character of the area and ensure a sensitive integration of new development, additions, or renovations to adjacent properties. Low Profile development in the Stable and Mature Neighbourhoods includes single-detached, semi-	The proposed development will fulfill the need for additional residential units in the area and the City of Windsor in general, while infilling an empty lot in a mature neighbourhood.

Guideline Policy #	Policy	Response
	detached, duplex, townhouses, and apartments that are generally no greater than three (3) storeys in height.	
2.2.1 – Site Development	The relationship between buildings through placement on the lot is important to ensure a consistent neighbourhood 'feel' and to define and frame the street while imparting the sense of openness and enclosure.	The proposed development is consistent with the character of this mature and diverse neighbourhood.
2.2.2 – Development within Heritage Contexts	1. Locate and design buildings to respect and complement the scale, character, form, and siting of on-site and surrounding cultural heritage resources. 2. Ensure that conceptual design and massing of development or redevelopment projects are compatible with adjacent listed heritage buildings and/or sites. 3. New buildings located adjacent to built cultural heritage resources will be compatible with existing historical building types, colours, and material palettes having regard for modern building designs, techniques, and materials.	Based on the UDB, the proposed design provides complementary scale, character, and historic reference, while being consistent in offering a unique solution. The conceptual building design has taken inspiration from the existing neighbourhood. High quality materials and simplistic, timeless detail will inform the envelope. Inspired by the palette of the neighbourhood, with attention to complementary colour and tone selections.
2.2.3 – Access & Parking	Garages and driveways should be located and sized based on the established pattern of the neighbourhood.	Access and parking will be located behind the proposed building.
2.2.4 - Landscaping	The objectives of the Urban Design Guidelines with respect to landscape are to: • Maintain the green landscape character of the neighbourhood; • Plan for the urban canopy; • Screen views	Landscaping will be provided.

Guideline Policy #	Policy	Response
	to rear yard parking; and, • Preserve mature trees.	
2.2.5 - Materials	The variety of building materials contributes to the interest along the street and to the varied architectural character of the neighbourhood.	The detail of treatment and materiality are based on the inspiration of neighbouring esthetics and style found in the immediate proximity of the Site.
2.3 – Modest Infill Development	The intent for development of single lot infill is to encourage compatible design that does not deviate substantially from an established pattern, without requiring an identical design, architectural style, or material palette for every dwelling or building in a neighbourhood. It is important that infill development integrates with the existing context and co-exists in harmony with no undue physical or functional adverse impact on existing or proposed development in the area.	According to the UDB, the proposed development is compatible with the land uses in the surrounding area and will help bring up the property standards and preserve the character of the neighbourhood as a critically needed urban infill project.
2.3.1 – General Guidelines	1. Infill development in the form of architecture for renovations and new construction shall: a. Ensure development is sensitively integrated with the existing context and character of the neighbourhoods identity. b. Preserve the variety of design, colour and construction materials within a range that enhances the character of the neighbourhood; and, c. Maintain compatible architectural character in the design of roofs, windows, doors, porches and signs.	The approach to this urban infill project was to provide added and new residential units for the community, within a large vacant lot, while maintaining the urban fabric of the neighbourhood.
	2. Ensure the architecture of a new dwelling is consistent with	According to the UDB, this development achieves

Guideline Policy #	Policy	Response
	the architectural style and era in which its neighbourhood was built.	compatibility in height, massing, scale and setback, as well as architectural style, contributing positively to the maintenance and enhancement of this historic area.
	3. Design the architecture of an addition to be consistent with the original architecture of the existing dwelling.	Existing dwellings in the neighbourhood have been considered in the conceptual design of the proposed multiple dwelling.
	4. On second-story additions and new two-story dwellings, maintain architectural continuity of materials and detailing around all sides of the dwelling, especially where the dwelling backs onto and is visible from adjacent streets or other public areas.	<p>The proposed height has been considered as part of the overall design of the dwelling.</p> <p>The asphalt roofing material is applied over a historically inspired mansard roof that contains contextual shed dormers.</p>
	5. Ensure solar access by designing a new dwelling or addition to not adversely affect the availability of daylight falling on neighbouring properties. Design the location, scale, and massing of an addition or new dwelling to have regard for the amount of shadow upon neighbours' rear yard areas.	<p>According to the UDB, the proposed development promotes compact form and low-profile housing, increased density and enables the use of active transportation and public transportation for residents.</p> <p>Increased active and public transportation will help limit vehicle trips for residents and maintain the carbon footprint of the residents' low.</p> <p>The building construction will follow best practices for Energy Efficiency complying with the latest version of the OBC and SB-12.</p>
2.3.2.1 – Building Design (Massing & Elevation Articulation)	The objectives of the Urban Design Guidelines in directing the relationship of the building elevation and entrance to the	According to the UDB, the massing is symmetrically divided and layered in a vertically stepping series of

Guideline Policy #	Policy	Response
	<p>street are to:</p> <ul style="list-style-type: none"> • Encourage a variety of architectural forms and styles that reflect the evolution of the neighbourhood while enhancing its character. • Promote "eyes on the street" and a strong presence of the main elevation on the street; • Ensure that the prominence of the front entrance is maintained and consistent with the surrounding neighbourhood; and, • Ensure the entrance remains the main feature of the house and is oriented to and clearly visible from the street. 	<p>elements and planes, which strategically set a build up and sympathy to a pedestrian scale. Scale windows and set back entry porches provide an intended additional layering and porosity.</p>
	<p>1. Design dwellings to have articulated elevations, especially those exposed to streets and open spaces. Articulated elevations might include changes in plane, projections, enhanced fenestration, highlighted entrances, complementary materials, among other architectural elements.</p>	<p>An elevation has been provided.</p>
	<p>2. Design the building envelope, and individual architectural elements within the building, to reference the architectural treatment of buildings in the neighbourhood. The goal is not to replicate buildings of the neighbourhood, but to ensure new development relates to them by incorporating similarities in design language to promote compatibility. Massing and architectural elements to be considered include: a. Similar</p>	<p>Based on the UDB, the proposed development is compatible with the surrounding land uses (land use, scale, massing, landscaping, etc.), and it is consistent with the mix of land uses in the surrounding neighbourhood.</p>

Guideline Policy #	Policy	Response
	<p>building shape (square, rectangular, L-shaped, etc.); b. Roof lines with similar massing, pitches and articulation (gable, hipped, shed, flat, use of dormers, etc.); c. Similar principal building massing elements (bays, projections, first floor height, building height, entry features, etc.); d. Similar architectural features (porches, stoops, chimneys, columns, frieze boards, etc.); e. Important datum lines (cornice, base courses, string courses, window alignment, bays, etc.); and, f. Similar proportions (bays, windows, garage, etc.).</p>	
	<p>3. Ensure the new building is generally consistent in height and massing with adjacent buildings along the streetscape.</p>	<p>Height and massing have been taken into consideration in the conceptual design of the proposed multiple dwelling.</p>
	<p>4. In Mature Neighbourhoods provide appropriate transitions in height to existing adjacent buildings and ensure no new building is more than 0.5 metres higher than the adjacent dwelling(s).</p>	<p>A front yard landscaped area will continue the character and charm of a contiguous pedestrian and green experience as transition and buffer.</p>
	<p>5. Where possible, maintain the existing lot grading and the neighbourhood's characteristic first floor height.</p>	<p>The proposed multiple dwelling is designed to appear as a townhouse. It has 4 entrances on the main façade facing Argyle Rd.</p>
	<p>6. Avoid mixing historic architectural elements with other architectural style elements.</p>	<p>The proposed design provides complementary scale, character, and historical reference, while being</p>

Guideline Policy #	Policy	Response
		consistent in offering a unique solution.
	7. Contemporary designs may be considered provided they exhibit consistency with the massing and articulation guidelines in this section and are not located within a heritage context or adjacent to a heritage dwelling.	Heritage compatibility has been considered in the conceptual design of the proposed multiple dwelling.
2.3.2.2 Porches and Entry Features	1. Ensure the main entrance faces the street, with the door in a prominent position. The front door should be clearly visible and approachable from the street. 2. Front porches are encouraged as features that increase the prominence of the front entrance. 3. To ensure porches and verandahs are useable they should be a minimum of 1.5 metres in depth. 4. Porches, stairs, canopies, and other entrance features may encroach into the required setbacks, a maximum of 1.5 metres. 5. Consider wrap around windows, porches and other architectural treatments for corner lot dwelling units. 6. Ensure steps from a front porch are not located closer than 1 metre from a property line. 7. Encourage weather protection elements at the main entrance and design to complement the overall design of the dwelling.	There will be 4 entrances facing Argyle Road. Scale windows and set back entry porches provide an intended additional layering and porosity.

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 "Residential District 2.2 (RD2.2)" on Map 7 of the City of Windsor Zoning By-Law 8600 (see Figure 5 – ZBL).

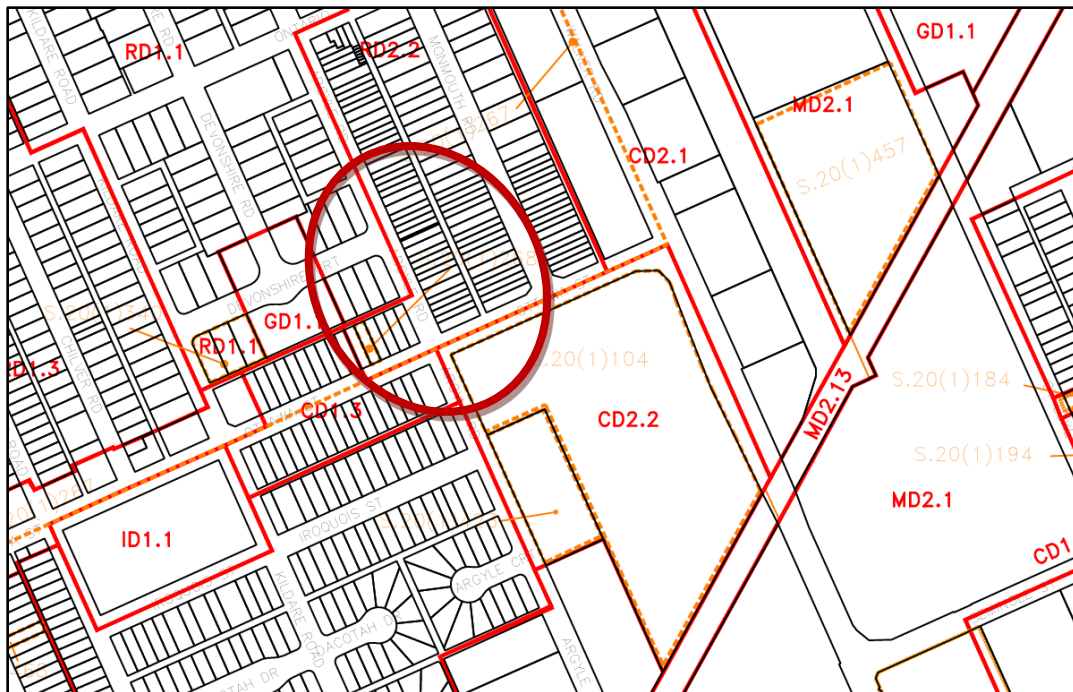


Figure 5 – ZBL

The Site is also subject to Section 267, which restricts front yard parking space in any existing front yard.

It is proposed to further amend the "Residential District 2.2 (RD2.2- S.20(1)XXX)" zone category and permit the proposed multiple dwellings with 7 residential dwelling units as an additional permitted use.

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 RD2.2 zone provisions, as set out in Sections 11.2 of the ZBL, are as follows:

Zone Regulations	Required RD2.2 (Multiple Dwelling)	Proposed RD2.2- S.20(1)XXX	Compliance and/or Relief Requested with Justification
Permitted Uses	One Double Duplex Dwelling One Duplex Dwelling One Multiple Dwelling containing a maximum of four dwelling units One Semi-Detached Dwelling One Single Unit Dwelling Townhome Dwelling Any use accessory to any of the preceding uses	Multiple Dwelling with 7 residential dwelling units	<p>Shall comply, subject to the ZBA approval.</p> <p>The Site is currently zoned "Residential District 2.2 (RD2.2)" on Map 7 of the City of Windsor Zoning By-Law 8600.</p> <p>The Site is also subject to Section 267, which restricts front yard parking space in any existing front yard.</p> <p>It is proposed to further amend the "Residential District 2.2 (RD2.2- S.20(1)XXX)" zone category and permit the proposed multiple dwellings with 7 residential dwelling units as an additional permitted use.</p>
Minimum Lot Width	18.0 m	19.84 m	Complies
Minimum Lot Area	540.0 m ²	19.84 m x 36.35 m = 721.18 m ² (0.072 ha)	Complies
Maximum Lot Coverage	45.0%	35 %	Complies

Zone Regulations	Required RD2.2 (Multiple Dwelling)	Proposed RD2.2- S.20(1)XXX	Compliance and/or Relief Requested with Justification
Maximum Main Building Height	9.0 m	9.0 m	Complies
Minimum Front Yard Depth	6.0 m	6.92 m	Complies
Minimum Rear Yard Depth	7.50 m	7.50 m	Complies
Minimum Side Yard Width	1.20 m	North side - 1.80 m South side – 1.80 m	Complies
Minimum Parking Requirements 24.20.5.1	Multiple Dwelling containing a minimum of 5 Dwelling units - 1.25 for each dwelling unit Total 8 x 1.25 = 10	7	Relief required There is a shortfall of 3 parking spaces. A parking ratio of 1:1 is being provided. A parking study was completed.
Minimum Visitor Parking Spaces 24.22.1.1	Multiple Dwelling with a minimum of five dwelling units = 15 %	15 % - to be provided	Shall comply
Minimum Accessible Parking Spaces 24.24.1.1	1 to 25 Total 1 Type A and 0 Type B	0	Relief requested. The difference is 1 space. There are no accessible units proposed.

Zone Regulations	Required RD2.2 (Multiple Dwelling)	Proposed RD2.2- S.20(1)XXX	Compliance and/or Relief Requested with Justification
Minimum Bicycle Parking Spaces 24.30.1.1	1 to 9 Total = 0	4 spaces proposed	Complies
Parking Area Separation 25.5.20.1	Any Street – 3.00 m	N/A	N/A
	An interior lot line or alley – 0.90 m	<p style="color: red;">South side - 0.77 m – interior lot line</p> <p style="color: red;">North side - 0.77 m – interior lot line</p> <p style="color: red;">0 m - alley</p>	<p>Relief requested.</p> <p>Relief is considered minor.</p> <p>Landscaping around the parking area can still be provided.</p> <p>Parking is restricted in the front yard (Section 267 of the ZBL).</p>
	A building wall in which is located a main pedestrian entrance facing the parking area – 2.00 m	TBD	Shall comply
	A building wall containing a habitable room window or containing both a main pedestrian entrance and a habitable room window facing the parking area where the building is located on the same lot as the	TBD	Shall comply

Zone Regulations	Required RD2.2 (Multiple Dwelling)	Proposed RD2.2- S.20(1)XXX	Compliance and/or Relief Requested with Justification
	parking area – 4.50 m		

Therefore, the proposed development will comply with the purpose and intent of the RD2.2 zone.

The following relief is requested:

- *Decrease the minimum parking requirements from 10 to 7 parking spaces,*
- *Decrease the minimum accessible parking space from 1 to 0, and*
- *Decrease the minimum parking separation from 0.90 m to 0.77 m for an interior lines (south and north) and 0 m for an alley.*

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 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 Site is compatible with the surrounding area in terms of heritage, scale, massing, height and siting.

The development pattern is proposed to be an efficient use of the Site.

6.1.3 Good Planning

The proposal represents good planning as it addresses the need for the City to provide housing.

The proposed residential dwelling units will contribute toward infilling requirements.

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

The additional residential dwelling units will not put any additional stress on municipal infrastructure.

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 as the residential development is limited to low profile and 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, medical services, 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 concerns.

6.2 Conclusion

The proposed development on the Site is appropriate and should be approved by the City of Windsor.

This PRR has shown that the proposed development is consistent with the PPS, conforms with the intent and purpose of the City of Windsor 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

