



REPORT: **PLANNING RATIONALE REPORT (PRR)**

MUNICIPALITY: **CITY OF WINDSOR**

MUNICIPAL ADDRESS: 1744 NORMAN ROAD

DEVELOPMENT: ZBA

DATE: SEPTEMBER 18, 2025 (REV6)

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APPENDIX A - OPEN HOUSE NOTICE

1.0 INTRODUCTION

Lassaline Planning Consultants (LPC) has been retained to undertake a planning rationale report regarding the feasibility of a site-specific Zoning By-law Amendment (ZBA) to support the development of the site with a 2.5 storey (8.8 m), 9 unit residential multi-unit dwelling with 17 parking spaces provided.

The subject property is presently designated 'Residential' on Schedule D-1 for the City of Windsor and is zoned 'Residential District 1.2 (RD1.2)' in the Comprehensive Zoning Bylaw (CZB) 8600 for the City of Windsor.

A site-specific ZBA is requested to change the applicable regulatory framework from the 'Residential District 1.2 (RD1.2)' to 'Residential District 2.5 (RD2.5)' to establish a regulatory framework to allow for the 2.5 storey (8.8 m), 9 unit multi-unit dwelling and associated 12 parking spaces. The building will be moved to the front of the property in keeping with the front yard setbacks of the neighbourhood and will provide parking behind the building.

Additional site-specific zoning provisions requested are:

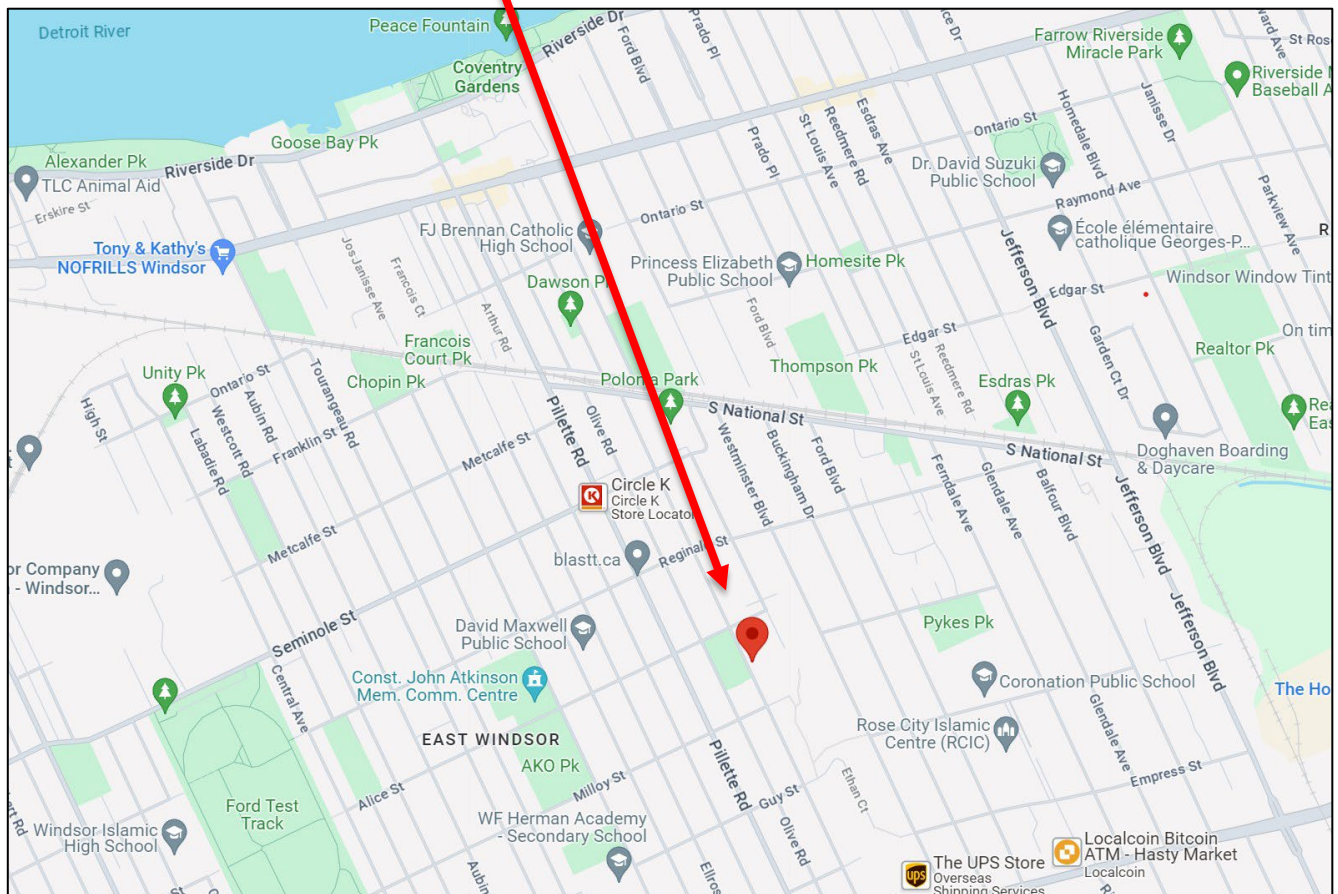
- 1) **Front Yard Depth:** 4.9 m (1.1 m relief) from 6.0m required);
- 2) **Parking location:** 1.5 m (3.0 m relief from 4.5m required).

A pre-consultation was held with the Manager of Planning at the City of Windsor and Jackie Lassaline, BA MCIP RPP, LPC. Lassaline Planning Consultants has prepared this planning rationale report to support, explain and justify the site specific Zoning Bylaw Amendment (ZBA) application.

2.0 SITE AND SURROUNDING LAND USES

The owner proposes to develop the subject property municipally known as 1744 Norman Road. The subject property is an existing large residential lot with a small single detached residence. The proposed development will see the construction of one low profile residential rental multi-unit buildings with 9 residential rental units.

FIGURE 1: LOCATIONAL MAP – 1744 NORMAN



2.1 LEGAL DESCRIPTION AND OWNERSHIP

The property is owned by Peltier Developments Inc. The subject site has a municipal address of 1744 Norman Road and is located in the East Windsor neighbourhood of the City of Windsor.

Pin number (01113-0449 LT): LT 2 PL 1360 FORD CITY; LT 3 PL 1360 FORD CITY; LT 108 PL 1360 FORD CITY; LT 109 PL 1360 FORD CITY; PT ALLEY PL 1360 FORD CITY CLOSED BY R1154245; PT PRINCESS AV PL 1360 FORD CITY CLOSED BY R890038 AS IN R1182802 EXCEPT THE EASEMENT THEREIN; S/T R1181748E; WINDSOR.

2.2 TOPOGRAPHY AND PHYSICAL FEATURES OF THE SITE

The subject site is a long lot with a single detached residence that is older and of poor quality.

FIGURE 2: SITE AERIAL – 1744 NORMAN RD.



The subject lands consist of a flat, grassy parcel with trees and hedgerow along the south and east lot lines. There are no ditches, berms, or swales on the property. The only building on site is an older single detached residence. There are no natural or human made hazards present on the site. There are no water courses, natural features, or cultural heritage features on the subject site.

2.3 SIZE AND SITE DIMENSION

The site is a rectangular shaped lot with the west lot line fronting on Norman Road. The site has an area of approximately 1,618 m² and a frontage of 21.3 m on Norman Road.

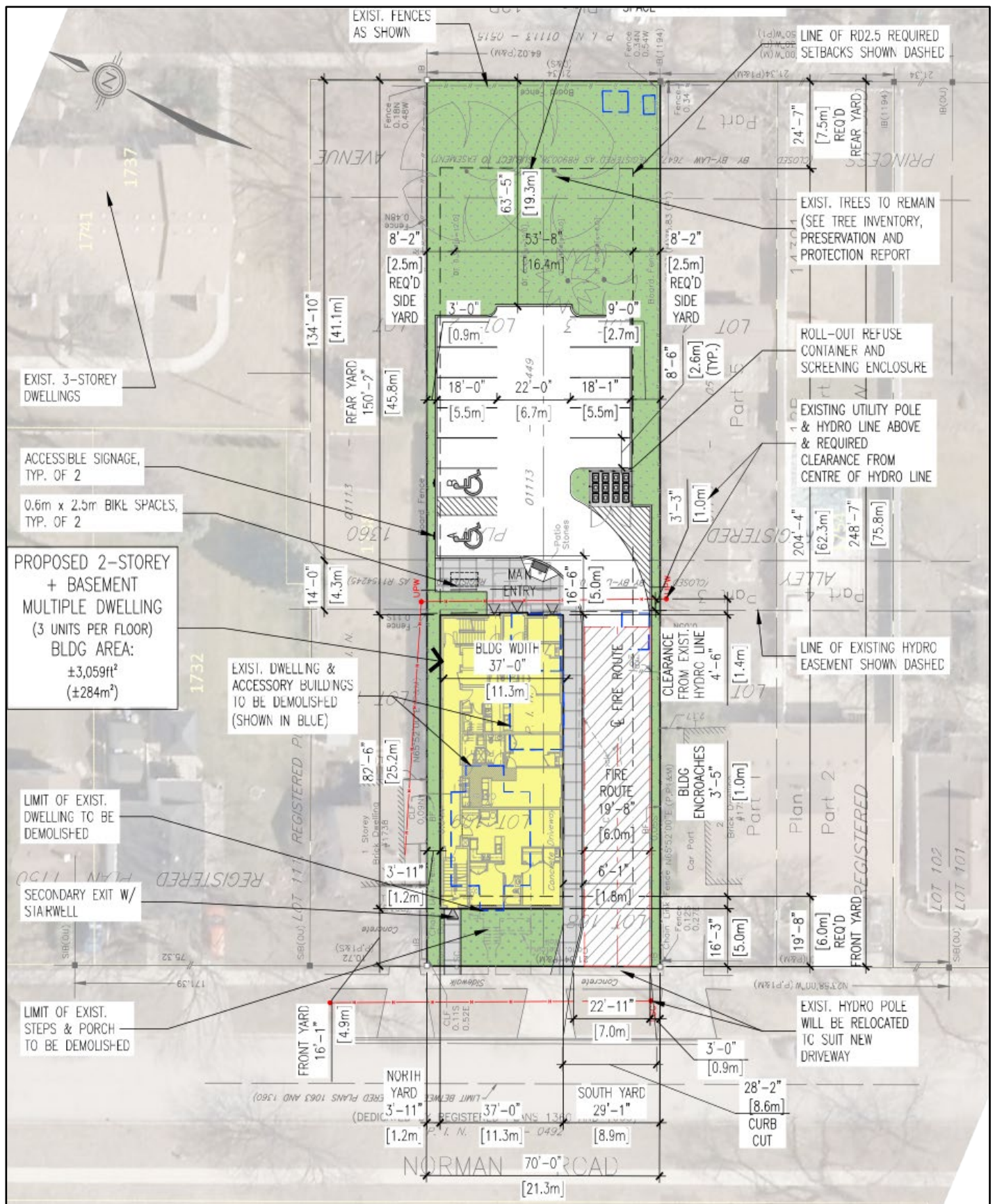


FIGURE 3: SITE DETAILS (refer to full scale)

2.4 TREE INVENTORY

A Tree Inventory was completed by Gerry Bezaire, OLA identifying the significant trees on site and their conditions.

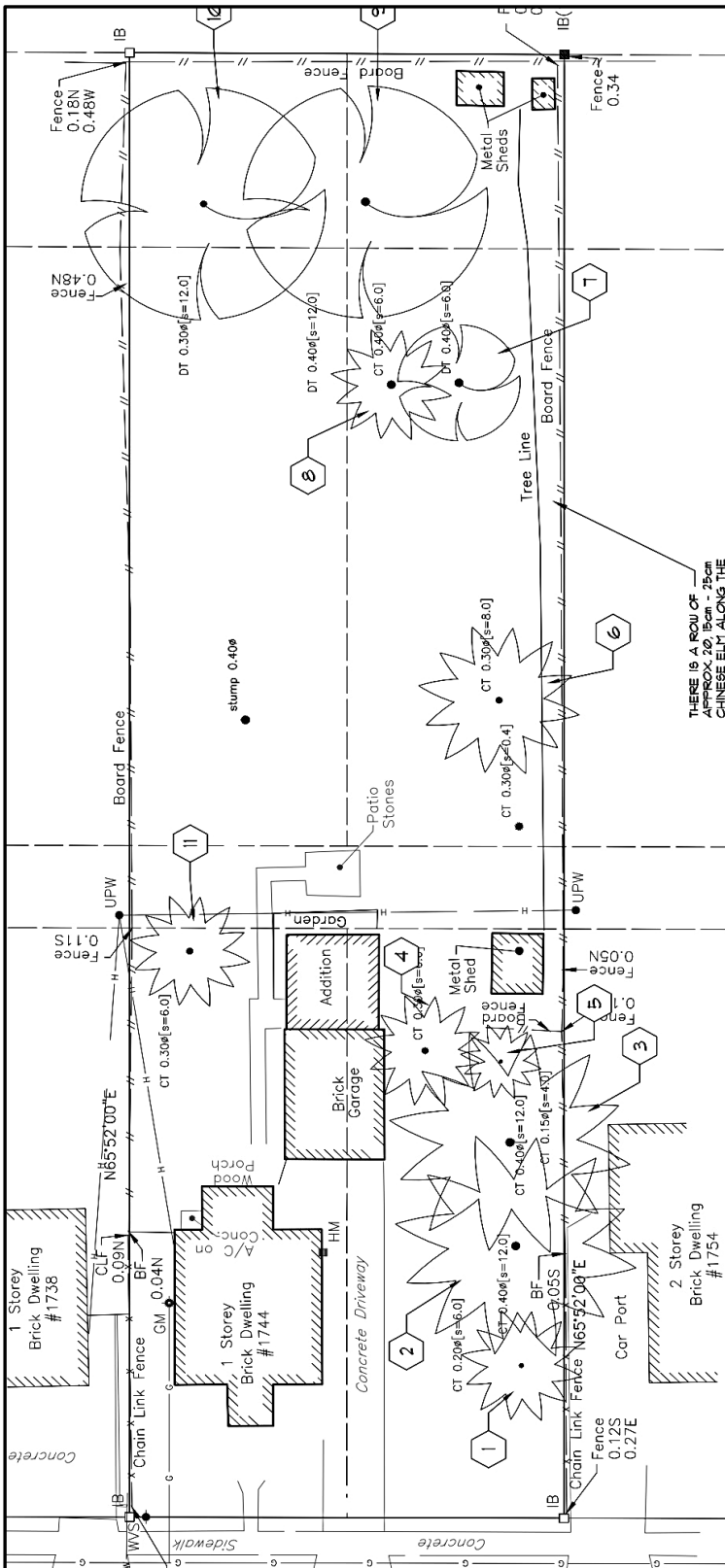


FIGURE 4: SITE SURVEY

As shown on the above site concept plan, some of the significant trees are to be saved. Some of the trees on site cannot be saved because of the location of the new buildings, parking and amenity space. New, mature trees will be incorporated into the landscaping plan to be provided with the site plan review.

2.5 LANDSCAPING PLANS

Proposed is the preservation of some existing, significant trees in the rear of the property. In addition, there is the replacement of some trees that cannot be saved with mature deciduous and coniferous trees. The existing wood fence on the north and east property line and the chain link to the south property line will remain. The designer has included shrubs and trees as a visual and sound barrier. The following is the landscaping plan showing both the shrubbery for visual buffers, significant trees to be preserved and the inclusion of new trees for the site.

FIGURE 5: PROPOSED LANDSCAPING

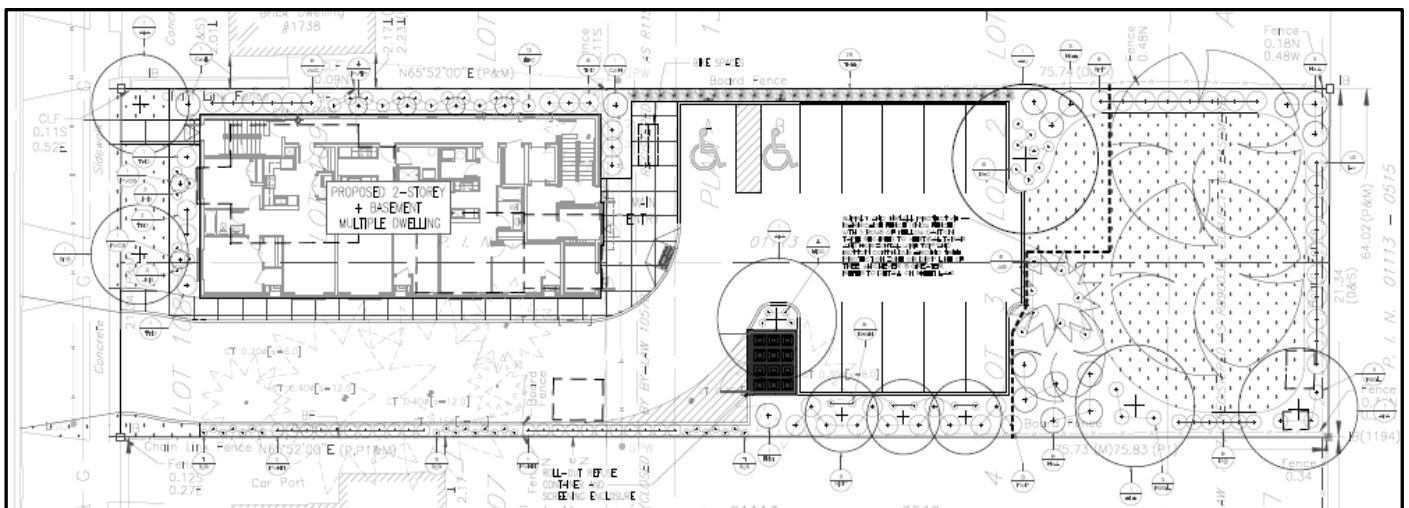
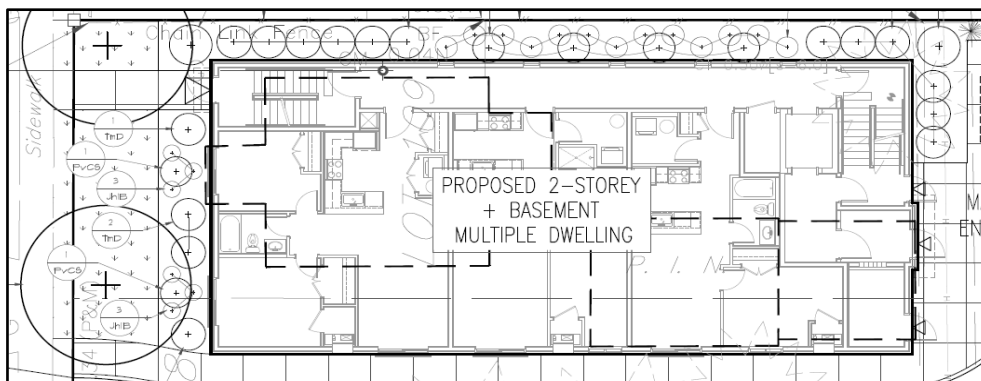


FIGURE 6: PROPOSED LANDSCAPING AROUND BUILDING



2.6 MUNICIPAL SERVICES

The subject site has access to sanitary sewers, storm sewer line and waterlines fronting on Norman Rd.

The subject site is only a couple of blocks north of Tecumseh Road East where there is municipal transit and multiuse trail system supporting the walkable, healthy community.

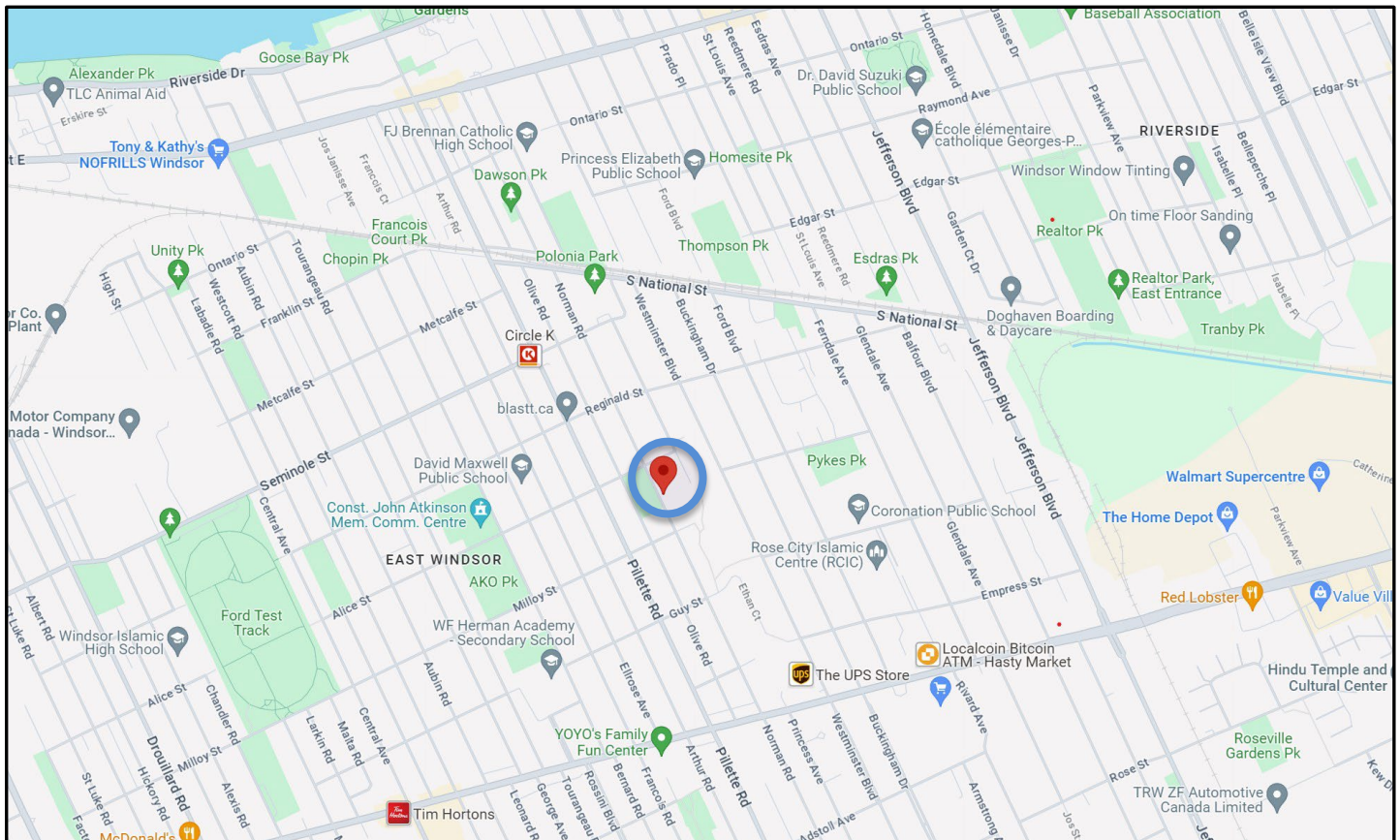
Directly across the street from the subject lands is the Kinsmen Norman Road Park, a municipal park.

FIGURE 7: KINSMEN NORMAN ROAD PARK



2.7 NEARBY AMENITIES

FIGURE 8: NEIGHBOURHOOD AMENITIES

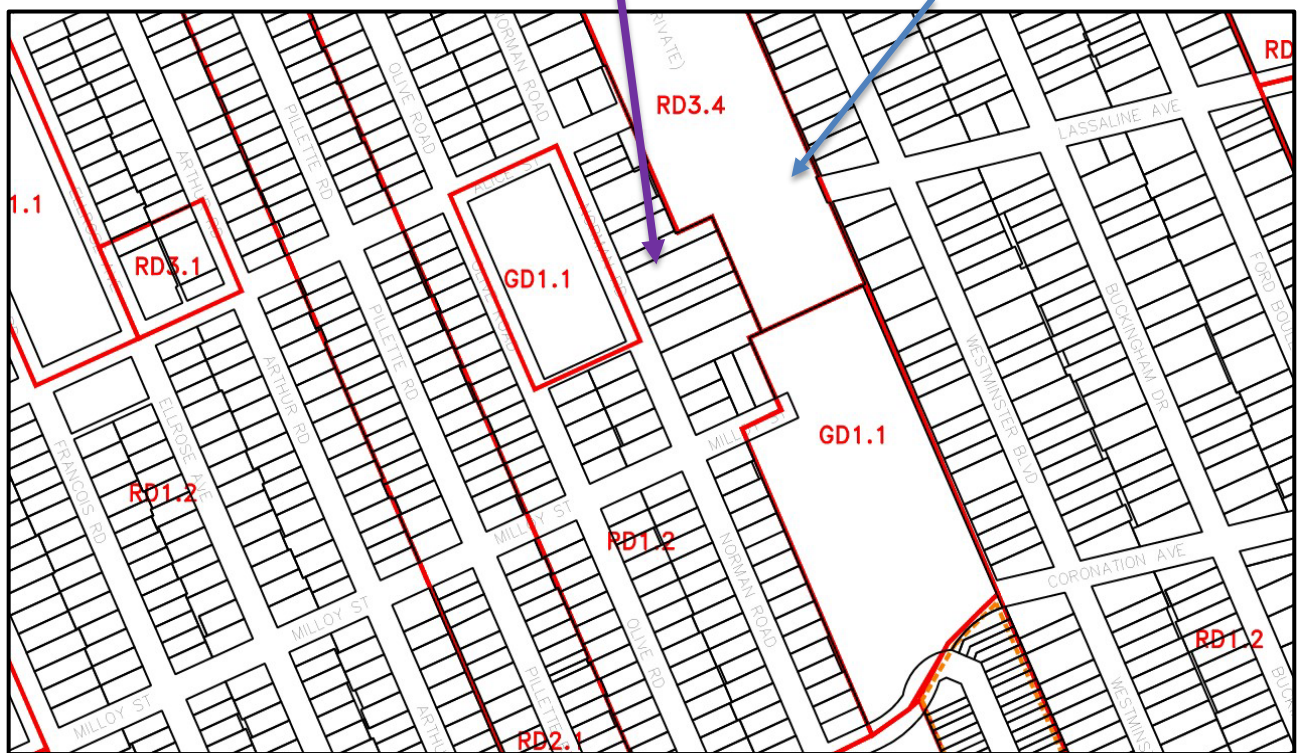


The neighbourhood is predominately residential with supported amenities including neighbourhood commercial store, Rose City Islamic Centre, a number of personal service retail spaces, restaurants on Tecumseh Road to the south and on Seminole St.

Directly across the street is the Kinsmen Norman Rd Park. Within a few blocks are a number of parks and recreation facilities including Windsor Soccer Academy, and AKO Park.

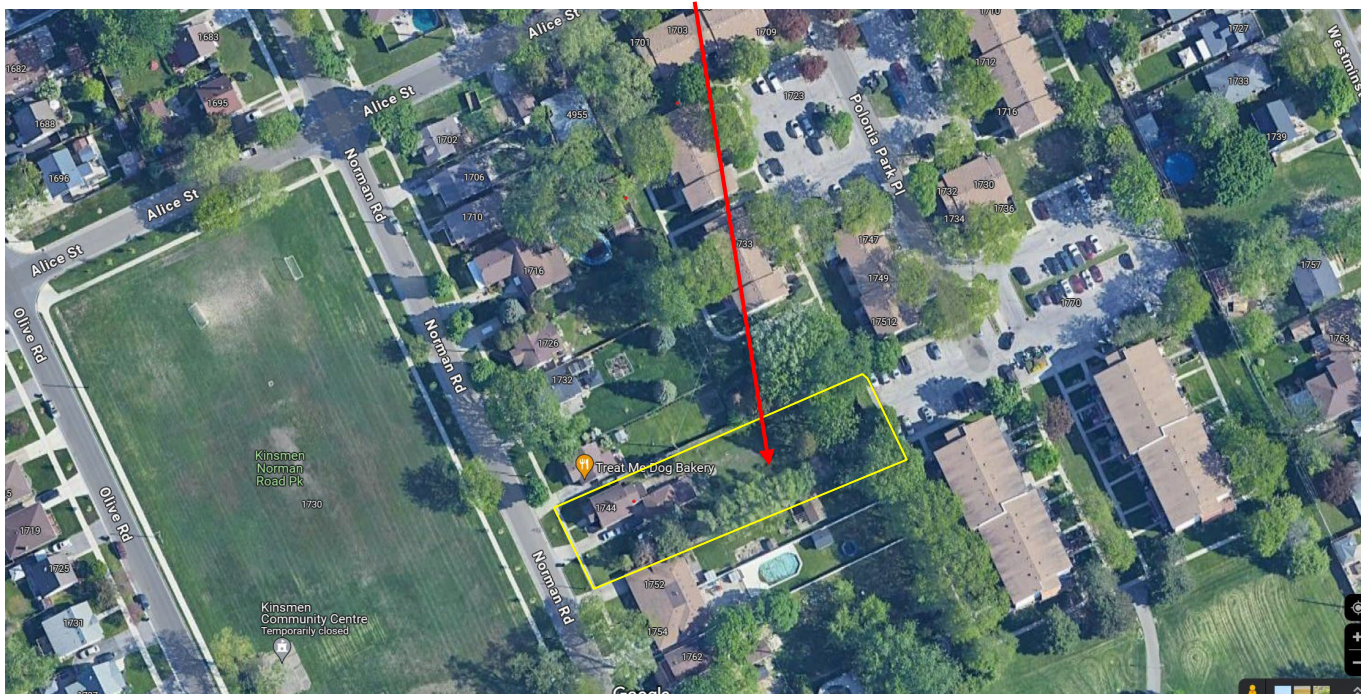
Within close walking distance is Coronation Public School and Herman Academy Secondary School.

FIGURE 9: LOT CONFIGURATION: 1744 NORMAN POLONEA PARK PLACE



2.8 SURROUNDING LAND USES

FIGURE 10: NEIGHBOURHOOD AERIAL – 1744 NORMAN RD



- a) **North** - single detached residence;
 - Polonia Park Place (2 storey, rental townhouses)
- b) **East** - Polonia Park Place (2 storey, rental townhouses)
- c) **South** - semi-detached residence
- d) **West** - **Kinsmen Municipal Park**- extensive park and greenspace.

The adjacent park will be utilized for recreational purposes and provides for amenity space.

The Polonia Park Place, located on adjacent lands to the north and east, is a medium density, low profile multiple unit rental townhouse complex. The units are owned by a non-profit organization and rented as affordable, alternative housing. The Polonia Park Place is located adjacent to the property to the east and to the north. The height of the proposed development is the same as the existing Polonia Park Place, creating a compatible development with adjacent built form and uses,

The proposed development consists of a 2.5 storey (8.8 m), low profile building with 9 residential rental units. The residential units are geared towards seniors with features within each unit for the older tenants. The housing will provide for senior residents within the neighbourhood to age in place and to provide for alternative housing in tenure and style.

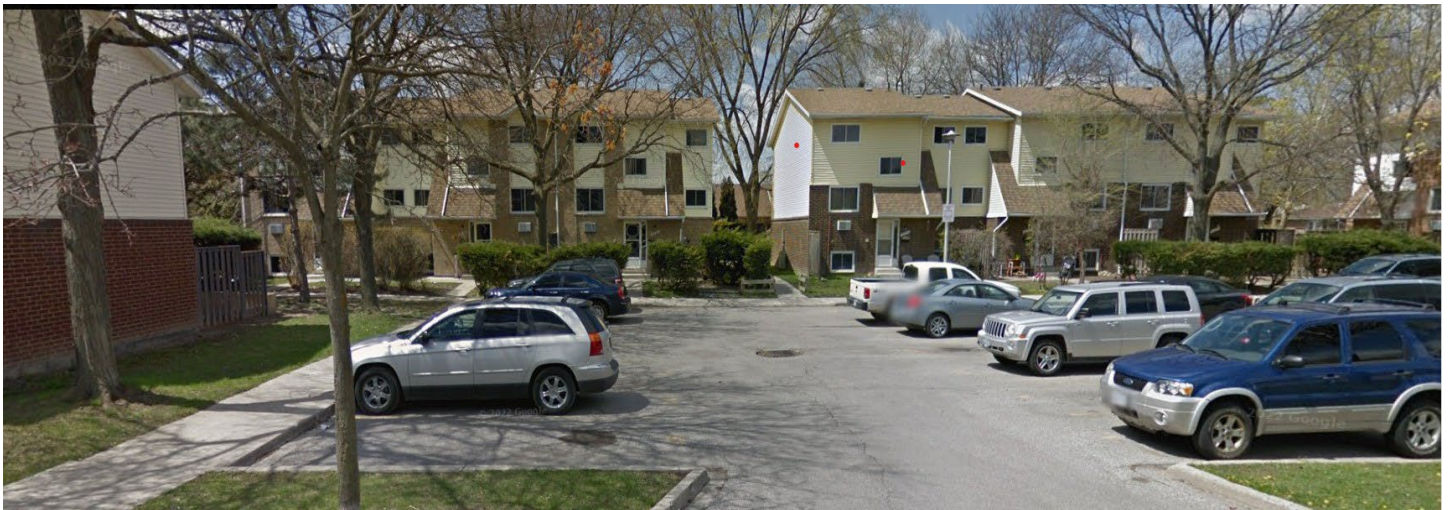
FIGURE 11: EXISTING RESIDENCE – NORMAN FRONTAGE



FIGURE 12: LOOKING FROM POLONIA PARK PLACE PARKING LOT



FIGURE 13: POLONIA PARK PLACE



3.0 DEVELOPMENT PROPOSAL

The subject site is currently designated 'Residential' in the OP and is zoned 'Residential District (RD1.2)' in the Comprehensive Zoning Bylaw 8600. Residential use is a permitted use in the 'Residential' designation applied to the property.

The applicant is requesting a site-specific ZBA to change the zoning from (RD1.2) to '**Residential District 2.5 (RD2.5)**' with site specific provisions to support the construction of a proposed 2.5 storey low profile, rental multi-unit buildings with 9 residential units and 12 car parking spaces.

Additional site-specific zoning provisions requested are:

- 1) **Front Yard Depth:** 4.9 m (1.1 m relief) from 6.0m required);
- 2) **Parking location:** 1.5 m (3.0 m relief from 4.5m required).

The proposal consists of one building with 9 units in a 2.5 storey (8.8 m), low profile building that is consistent and compatible with existing residences within the neighbourhood. The building has been moved to the front of the property with parking screened behind the building. The 9 residential apartment units will be rental units to assist in the provision of alternative housing to satisfy the need for 'missing middle' accommodation and provide for neighbours to age in place.

The height of the proposed building is 2.5 storeys in height, under 8.8 m, and can be considered low profile under the Official Plan for Windsor. The building has been moved to the front of the property in line with the existing residences along the street line. The building has been designed to look like a single unit building, consistent and compatible with the neighbourhood.

Parking has been placed behind the building to mitigate the visual impact of the parking lot and to reduce the noise/light impact on the neighbours. Parking has been provided with 1.25 spaces/unit to provide for one space per unit and 3 visitor parking spaces.

The 9 residential apartment units are to be rental and geared to seniors assist in the provision of alternative housing to satisfy the need for 'missing middle' accommodation and provide for neighbours to age in place.

The requested site specific ZBA will support the development of the site as much needed rental housing to add to the limited rental stock currently available in the City of Windsor. This proposed development will provide important alternative housing options to the more common single detached residences in the City.

The subject site is well serviced by existing municipal infrastructure and is located nearby to supportive commercial and institutional amenities. The site is well placed for active transportation by foot and bicycle. There is a large park across the street to provide for an active community.

The neighbourhood consists of low profile housing with low and medium densities. The proposed medium density development is well suited and compatible with the existing Polonia Park Place and other multiple unit buildings in the neighbourhood.

At the open house that was held for the community to come out and speak with the property owner, the neighbours were supportive and positive about providing new housing, especially rental accommodation for the seniors to age in place. There were two issues the neighbours requested addressed:

- (i) **more parking:** the original plan had 1 unit per parking space. The attached proposal has reduced the proposal to one building with 9 residential units, Though the bylaw requires only 11 regular parking spaces for compliance, however 12 parking spaces are to be provided for an additional visitor parking space. As the building will accommodate seniors, this is to allow for daytime care givers, nurse visits, etc.
- (ii) **addressing storm water management:** there will be one building for the site resulting in less lot coverage. Bylaw allows for 50% lot coverage while the current proposal has one building that will result in a 18% lot coverage, leaving a substantial amount of landscaped open space for storm water management. As well, Aleo Engineering will be providing a Storm Water Management Report and site servicing to the satisfaction of the Engineering Department for the City of Windsor at building permit time. There will not be any development until storm water management is approved.

FIGURE 14: FLOOR PLANS – Lower Floor

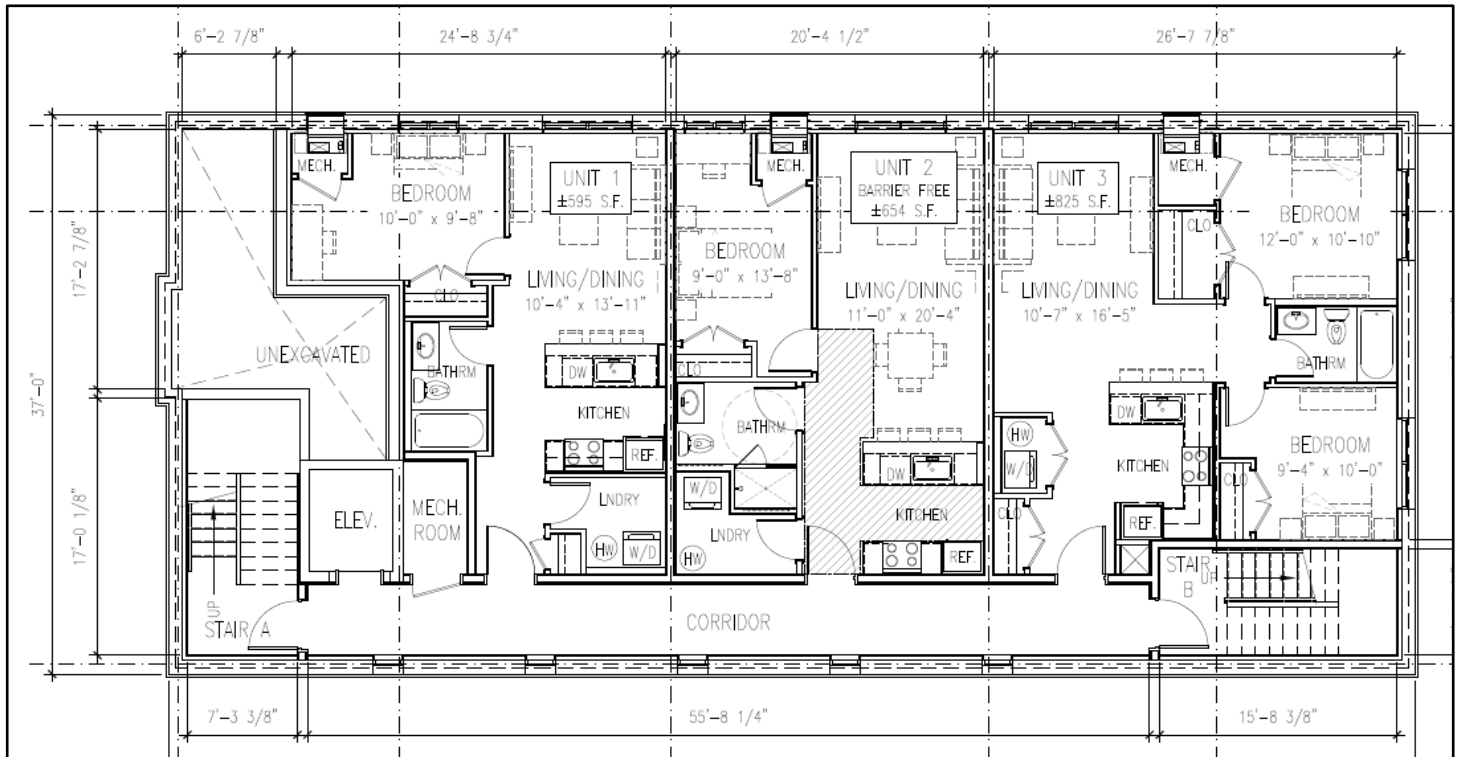


FIGURE 15: FLOOR PLAN – Main Floor Plan

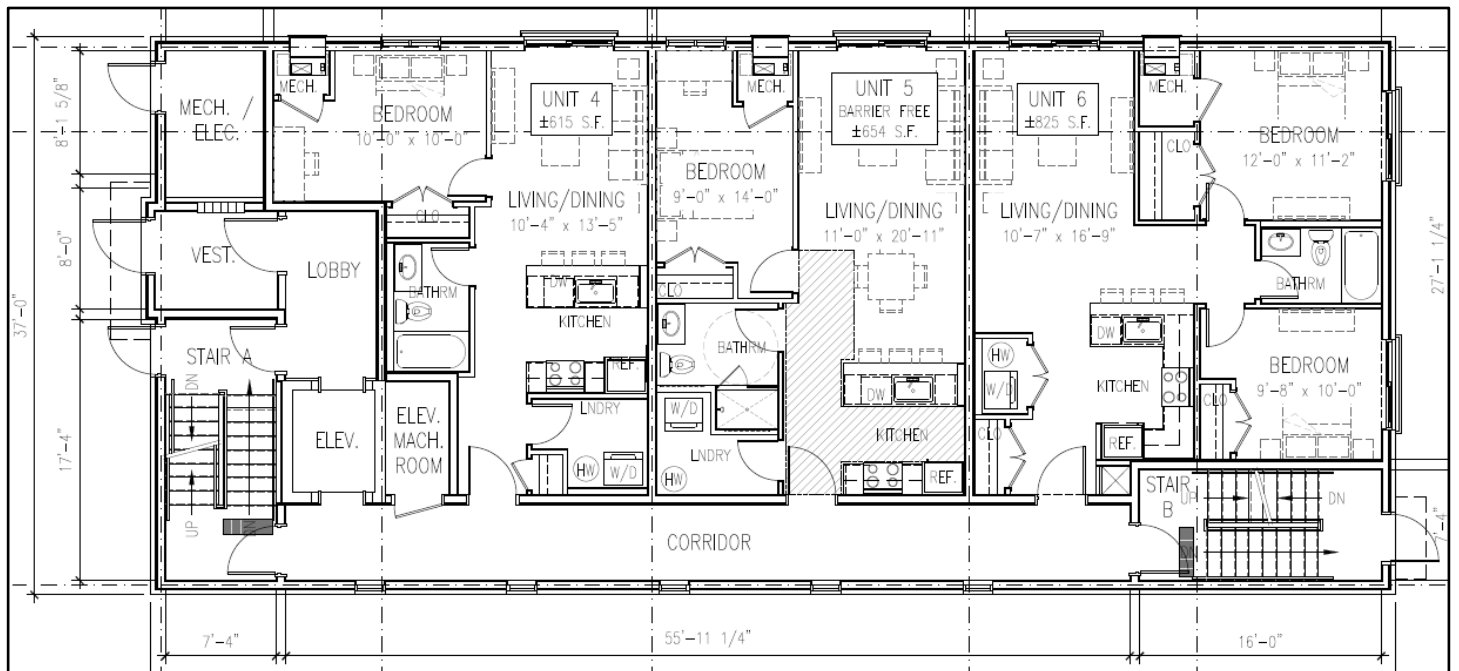


FIGURE 16: NORTH SIDE ELEVATION

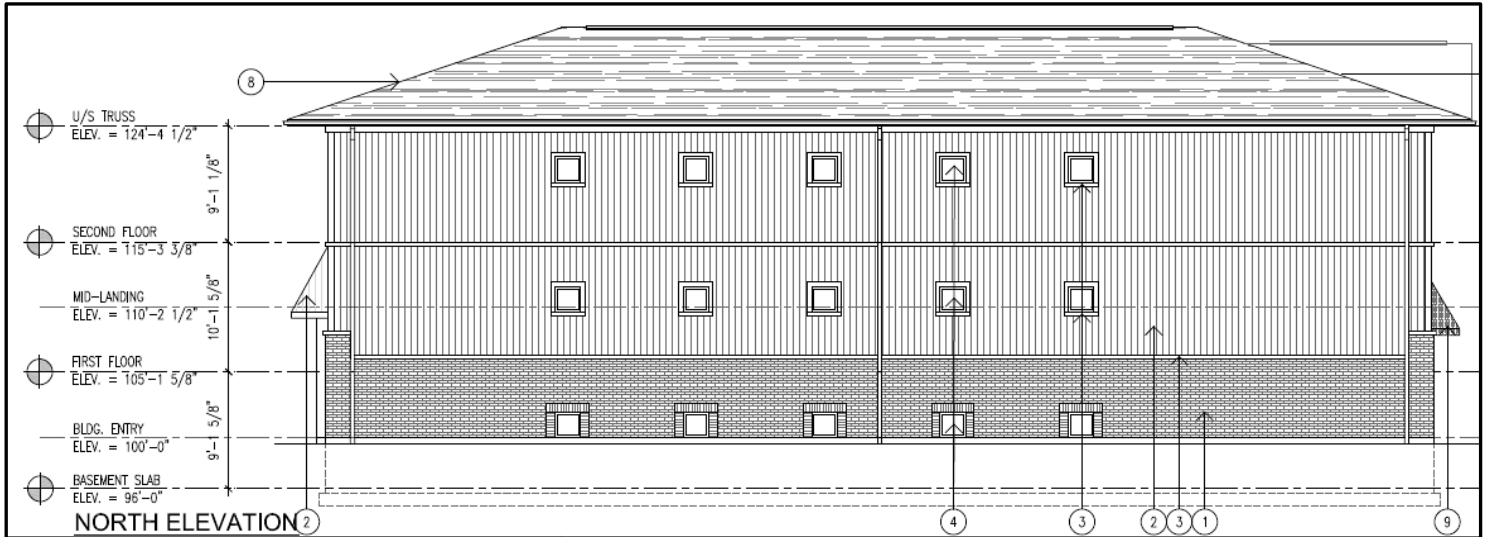


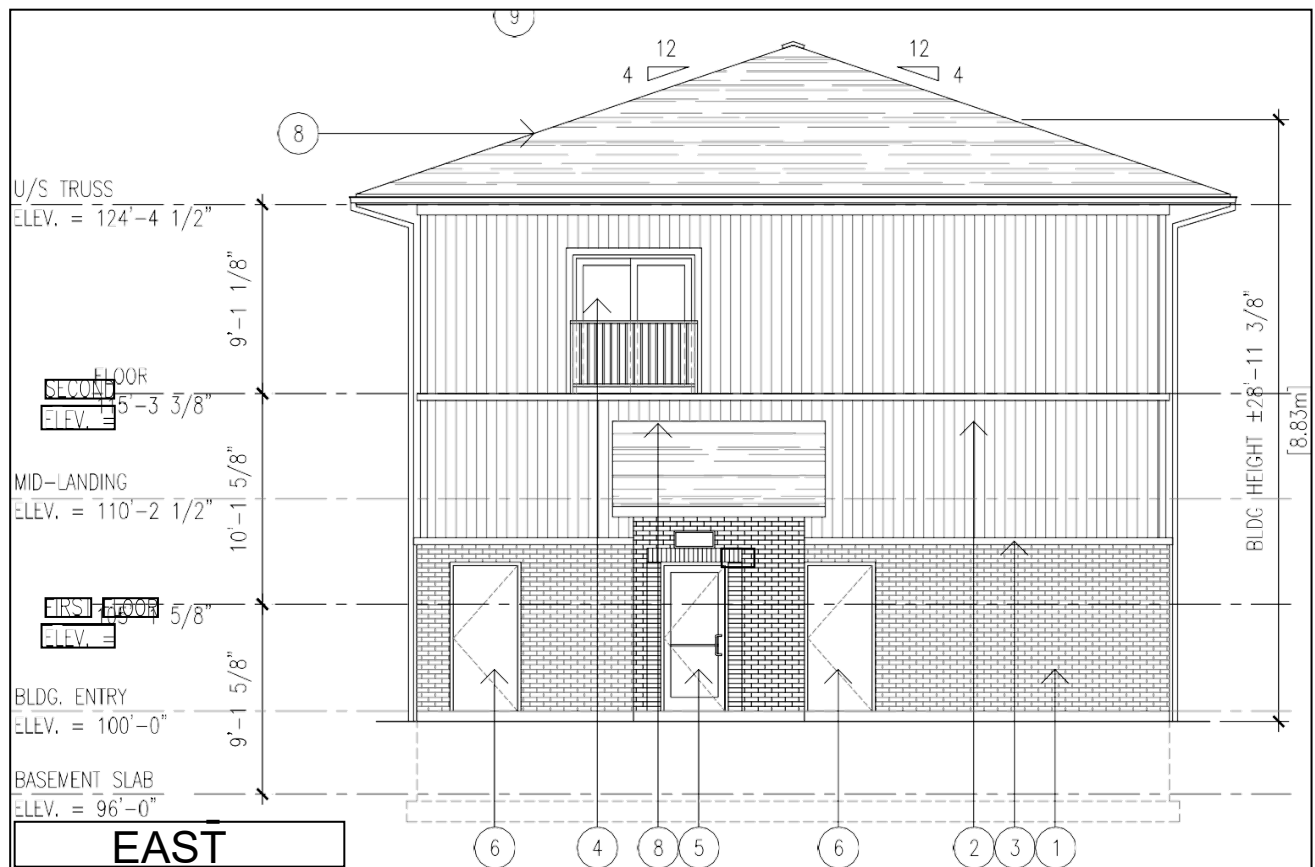
FIGURE 17: WEST SIDE ELEVATION



FIGURE 18: SOUTH SIDE ELEVATION



FIGURE 19: EAST SIDE ELEVATION



3.1 PROPOSED ZBA

The subject property is presently designated 'Residential' in the Official Plan (OP) for the City of Windsor and is zoned 'Residential District 1.2 (RD1.2)' in the Comprehensive Zoning Bylaw (CZB) 8600 for the City of Windsor.

Official Plan policies define lands designated 'Residential' for needed housing with an intent to create a broad range of housing tenures and styles for residents of Windsor. The intent is to redevelop the site with 1 low profile building with 9 residential rental units in each building. The proposed residential use of the subject lands, in my professional opinion and as outlined below, conforms with relevant policies of the 'Residential' designation.

The present (RD1.2) zoning needs to be changed to 'Residential District 2.5 (RD2.5)' to establish a regulatory framework to allow for the rental multi-unit building with 9 rental apartment units. The (RD2.5) will allow for the multiple unit building as a permitted building while maintaining the 8.8 m height, restricting height of any building and ensuring compatibility with the neighbourhood.

Additional site-specific zoning provisions requested are:

- 3) **Front Yard Depth:** 4.9 m (1.1 m relief) from 6.0m required);
- 4) **Parking location:** 1.5 m (3.0 m relief from 4.5m required).

There is an easement located in the middle of the yard for lands that were previously known as Princess Avenue. With the presence of the easement and the intent to keep the building as a low profile and to provide surplus parking spaces, and to bring the building in line with the neighbourhood streetscape, the building was moved into the front yard setback. Being a historically existing neighbourhood, the requested reduction of the front yard setback is in keeping with the established front yard setback of the existing neighbourhood residences.

To minimize the impact of the development on the neighbourhood, the parking has been placed behind the building to allow for the building to be the positive visual presence.

The driveway providing access to the parking area in the rear is proposed at a 6m width with two, one-way lanes, each 3.0 m in width. The width of the driveway has been adjusted to accommodate existing infrastructure and the avoidance of unnecessarily moving a hydro pole and services. The driveway width at 6 m is more than sufficient for two way use of the driveway. There are only 9 units within the building and there will not be much traffic being generated. The driveway width is sufficient for two way traffic in a 9 unit residential building.

Front yard setbacks of residences within an established neighbourhood show an older, established building setback between 4.0m to 6.0m. The residence at 1732 Norman does not have a front porch and the front of face of the residential building is set at approximately 3m from the front lot line; the residence at 1738 Norman has a front stoop with the front face of the wall at approximately 4.0 m; the property to the south has no front porch at has a 6.0 m setback, in my professional opinion all supporting the proposed 4.9 m setback of the proposed residence within this building line.

FIGURE 20: FRONT YD SETBACK

1732 Norman – 3.0 m setback
(no porch, front face)

1738 Norman - 4.0 m setback
(small stoop)

1744 Norman - 4.9 m setback

1752 Norman - 6.0 m setback
(no porch, front face of bldg)



To satisfy the request by the neighbours, the landowners are providing sufficient parking to assist the tenants and to relieve the neighbourhood from any further parking demands. With 9 residential units, 11 spaces are required however there are going to be 12 parking spaces provided.

The height, setting and massing of the building is consistent and compatible with the existing residential development, in my professional opinion and as outlined below, can be considered an appropriate infilling development within the neighbourhood.

3.2 OPEN HOUSE

An Open House was held on Friday March 22, 2024 from 5-7 pm at Constable John Atkinson Memorial Center, 4270 Alice Street, Windsor with approximately 24-26 people in attendance. There were several rendering perspectives; a floor plan for each floor; entrance and coloured renderings showing the height of the building relative to the neighbourhood residences on display for discussion and questions by attendees.

The Open House lasted for 2 hours with the owner Jen Coutts, me, and Councillor Gary Kaschak attending.

The 24-26 people from the neighbourhood who attended the Open House had a very positive response and discussion with the hosts. Most of the neighbours were curious but excited for the development, including some of the senior members of the neighbourhood. The neighbours were supportive and positive about providing new housing, especially rental accommodation for the seniors to age in place.

Please refer to attached **Appendix A** showing Open House Notice and blank Notes Page.

The neighbours from the street were concerned about providing for sufficient parking on site, especially parking for visitors, to ensure their issues with street parking was not exacerbated. Their concern related to the use of the Kinsmen Park with parking and the need for the residential development to provide sufficient parking for the tenants and visitors, so the new development did not add to street parking concerns.

The attached proposal has reduced the proposal to one building with 9 residential units, Though the bylaw only requires 11 regular parking spaces for compliance, 12 parking spaces are to be provided for additional visitor parking spaces. As the building will accommodate seniors, this is to allow for daytime care givers, nurse visits, etc. The amount of parking will ensure tenants and visitors do not add to on street parking concerns of the neighbourhood.

The adjacent neighbour to the south raised the issue of storm water. The existing property at 1744 Norman is improperly graded and sheds water on their property.

The grading of the lot and storm water will be addressed by the engineers and will be corrected to ensure SWM and lot grading retains water on the property and removes the SWM water to the municipal services.

The Bylaw allows for 50% lot coverage while the current proposal has one building that will result in only 17.6% lot coverage, leaving a substantial amount of landscaped open space for storm water management. As well, Aleo Engineering will be providing a Storm Water Management Report and site servicing to the satisfaction of the Engineering Department for the City of Windsor at building permit time. There will not be any development until storm water management is approved, and water managed to ensure there is no more shedding on adjacent properties.

Councillor Kaschak was supportive of the proposal based on comments about from the neighbours, the positive proposal, the location to Kinsmen Park, and the mix of residential densities within the neighbourhood.

3.3 TRAFFIC REPORT

Aaron Blata, P.Eng. with RC Spencer and Associates has prepared a Traffic Memo with the following conclusions:

“Upon completion of the review, it was concluded that the addition of site generated traffic will have a nominal impact on Norman Road (approximately one additional vehicle every 12 to 15 minutes in each respective peak hour).

Therefore, based on the results of the technical work, it is the engineer’s opinion that the proposed residential development will not adversely impact area traffic operations.”

3.4 SWM REPORT

Marvel Hormiz P.Eng. with RC Spencer and Associates has prepared a Storm Water Management Report with the following conclusions:

“As shown in Table 1, the site was designed to contain the full range of storm events restricted to the 5-year pre-developed flowrate. Furthermore, the 100-Year ponding elevation (184.487) is 413 mm lower than the finished floor elevation (184.900). Storms beyond the 100-Year event that exceed the provided storage will spill onto Norman Road, away from the proposed building.”

4.0 PROVINCIAL PLANNING STATEMENTS 2024 (PPS 2024)

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

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

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

“Section 2.1 Planning for People and Homes:

4. *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.”*

COMMENT:

In my professional opinion, the requested ZBA will authorize the proposed development of the 9 unit multiple dwelling residential building that provides for alternative tenure and style of residential accommodation. The development is consistent with the 2024 PPS providing for affordable, apartment units geared to senior members of the community.

This development will create an efficient and effective, and appropriate land use suited and compatible with the existing mixed of tenure and style residential neighbourhood while providing for moderate intensification that in my professional opinion is consistent with the principal PPS 2024 policies.

The proposed residential building will be developed with 9 residential units geared to seniors while providing for an alternative housing style and tenure than typically found within the city. Ample parking has been provided for each tenant as well as extra parking for both visitors and care providers for the seniors.

It is my professional opinion that the proposal is consistent with the PPS 2024 by providing for 9 residential units focused on rental apartments for seniors: providing alternative housing tenure and styles.

“Section 2.2 Housing policies:

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

- c) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*
- d) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.”*

“Section 2.9 Energy Conservation, Air Quality and Climate Change

- 1. *Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:*
 - a) *support the achievement of compact, transit-supportive, and complete communities;”*

COMMENT:

The new building will be designed in compliance with the OBC and energy efficiencies where possible. The nature of the low profile building supports energy conservation by providing for moderate density on site. 1 EV charging station will be included in the design. As well, bike parking spaces will be provided on site to encourage alternative transportation. In my professional opinion the requested ZBA will support an environmentally sound development.

COMMENT:

The subject lands are located within the urban settlement area of the City of Windsor. The new low profile residential units create an infilling development within an established residential neighbourhood with comparable multi-unit development adjacent to the east and to the north. The new multiple unit buildings provides a housing tenure and style diversification that is compatible with the neighbourhood. In my professional opinion, the gentle intensification development will support the efficient and effective establishment of an appropriate alternative residential housing style and tenure in an appropriate area.

COMMENT:

In my professional opinion, the proposed site-specific ZBA to support the development of the site with the new, 9 unit residential apartment building will provide for a gentle intensification that creates an efficient and effective use suited and compatible with the existing neighbourhood and is consistent with policies of the PPS 2024.

5.0 CITY OF WINDSOR OFFICIAL PLAN

The Official Plan for the City of Windsor is applicable to planning matters for the City. The subject property is designated 'Residential'. The following sections review City policies as they relate to the proposed development:

"3.2.1.2 Neighbourhood 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. Residents will have a voice in how this new housing fits within their neighbourhood. As the city grows, more housing opportunities will mean less sprawl onto agricultural and natural lands."

COMMENT:

The physical location of the building is an infill building in a mix of densities within an existing residential neighbourhood. The provision of alternative residential housing in the form of one low profile multi-unit building with 9 units will provide housing accommodation for the neighbours to stay within the neighbourhood as they age out of their single detached residence. The multi-unit building provides the neighbourhood residents with an alternative lifestyle and ownership that is more accommodating than the single detached residence. the multi-unit option allows the neighbourhood residents to remain in the neighbourhood in the alternative housing style and tenure: age in place.

COMMENT:

In my professional opinion, the proposed development of a low profile building with 9 residential units will provide for a range and tenure of housing more accessible to persons in comparison to single detached homes. The new units will benefit the expected population increase in the City of Windsor and provide housing options for shorter tenure residents with a focus on seniors and provides options for local neighbourhood residents to 'age-in-place' who downsize from the single detached houses. The low profile residential building is a gentle increase of density for the mixed density neighbourhood. The increased density will benefit existing public transit and active transportation networks while utilizing existing municipal infrastructure in a cost-effective manner. The 9 units comply with the low density regulations while providing for gentle intensification. The municipal park directly across the street will support the healthy, active community for accessibility of seniors.

COMMENT:

The residents have access to sidewalks, municipal transit systems, municipal parkland and bike trails. Bike racks for a few bikes will be provided. Design of the building will include 1 Electric Vehicle charging stations and solar panels to promote the use of renewable energy. In my professional opinion the proposed development is consistent with the PPS policy.

COMMENT:

The proposed development provides for alternative housing style and tenure with a gentle intensification that is consistent with the existing neighbourhood. Geared to seniors will provide for healthy lifestyle and alternative accommodation.

It is my professional opinion, the proposed ZBA will allow for a new residence that is consistent with the PPS 2024.

“3.2.1.4 Community Design

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

COMMENT:

The building has been designed to emphasis the pedestrian with access to an existing sidewalk fronting Norman and connecting to Tecumseh Road to the South. There will be extensive landscaping to compliment the building. The site been designed with surplus parking for the residents and has been designed behind the building to minimize visibility and impact on the neighbourhood. Bike racks will be provided to encourage use of alternative transportation. Tenants will be encouraged to take the municipal transit available along Tecumseh Road. In my professional opinion, the proposed development conforms with this OP policy.

“3.2.3.5 Energy Efficiency

Windsor will encourage the design and construction of energy efficient buildings and landscapes to reduce air, water and land pollution and environmental impacts of energy production and consumption.”

COMMENT:

The new buildings have been designed in compliance with the OBC and energy efficiencies where possible. The nature of the low profile building supports energy conservation by providing for moderate density on site. The building will be developed with solar panels and 1 EV charger. In my professional opinion the requested ZBA will support an environmentally sound development.

“4.2.1 Healthy and Liveable City – Planning & Design

4.2.1.1 To consider community health in the planning and design of Windsor and its neighbourhoods.

4.2.1.2 To provide for activities and facilities which will foster an active lifestyle to improve community health.

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

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

COMMENT:

As discussed above, the requested ZBA will allow for the new residential multi-unit building as an infilling development. The new building with 9 residential rental units are considered a positive alternative housing as an infill development as a gentle intensification in an existing residential neighbourhood. In my professional opinion, the proposed development conforms with the healthy community's initiative of the City of Windsor policies.

Kinsmen Park is directly across Norman with multiple athletics available and neighbourhood activities. The significant parkland provides, in my professional opinion, a significant recreational facility that supports an active, healthy community.

“4.2.3 Quality of Life

4.2.3.1 To encourage a mix of uses.

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

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

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

COMMENT:

The residential multi-unit development will provide for alternative housing style and tenure in a low profile, 2.5 storey (8.8 m) building that is compatible in height and massing with the neighbourhood. The new residential multi-unit buildings will provide the existing residents an opportunity for aging in place in their own neighbourhood. In my professional opinion the requested site-specific ZBA conforms with the ability to provide the neighbourhood and city with alternative residential tenure and style of housing.

“6.1.14 Residential Intensification

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

COMMENT:

The proposed development consists of one low profile building with 9 units is a gentle increase of density from the present single detached residence on the site but does not overwhelm the mixed density residential neighbourhood. The 9 units, as discussed above, creates a density that complies with the bylaw; site has access to transit and active transportation routes with a significant municipal park across Norman Rd.

“6.3.1. Residential: Range of Forms & Tenures

6.3.1.1 To support a complementary range of housing forms and tenures in all neighbourhoods.

6.3.1.2 To promote compact neighbourhoods which encourage a balanced transportation system.

6.3.1.3 To promote residential redevelopment, infill and intensification initiatives in locations in accordance with this plan.

6.3.1.5 To provide for complementary services and amenities which enhance the quality of residential areas.

COMMENT:

The proposal is an infill development on a residential lot in a neighbourhood of a mix of densities. The principal of design has been to keep the building as a low profile with 9 units in each building. The provision of rental units will provide for alternative tenure and style to some of the single detached residence in the neighbourhood. The alternative housing geared to seniors will assist residents within the neighbourhood to age in place. The proposed low profile building is complimentary and compatible with the neighbourhood. In my professional opinion the proposal conforms with these OP policies.

“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.”

“6.3.2.3 Types 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

COMMENT:

A 8.8 m height of building is considered a low profile building and is a permitted land use in a Residential Designation. The proposed new building has been designed at 2.5 storeys and is considered low profile, consistent and compatible with the low profile residences existing in the neighbourhood. The proposed development in my opinion conforms with the relevant policy of the Official Plan.

(b) large scale forms: buildings with more than 8 units.

COMMENT:

The proposed 2.5 storey residential building with 9 residential units was designed to be compatible and comparable with the existing low profile mix density residential buildings in the neighbourhood. The proposed building is compatible with the neighbourhood in design, scale and massing and will provide a gentle increase of density without overburdening the existing neighbourhood and infrastructure.

“6.3.2.4 Locational Criteria

Residential development 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.*

COMMENT:

The subject lands front on Norman Road, a local road that connects to Tecumseh Road, an arterial road to the south. There are municipal services available for connection. There is a full municipal park across Norman Road. Commercial, institutional and educational services are within a few blocks/walking distance. There is a sidewalk connecting to multi use trail along Tecumseh Road.

“6.3.2.5 Evaluation Criteria for a Neighbourhood Development Pattern

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

- (a) feasible having regard to the other provisions of this Plan, provincial legislation, policies and appropriate guidelines and support studies for uses:
 - (i) within or adjacent to any area identified on Schedule C: Development Constraint Areas and described in the Environment chapter of this Plan;*
 - (ii) adjacent to sources of nuisance, such as noise, odour, vibration and dust;*
 - (iii) within a site of potential or known contamination;*
 - (iv) where traffic generation and distribution is a provincial or municipal concern; and*
 - (v) adjacent to heritage resources.**
- (b) In keeping with the goals, objectives and policies of any secondary plan or guideline plan affecting the surrounding area;*

- (c) *In existing neighbourhoods, compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and amenity areas. In Mature Neighbourhoods as shown on Schedule A-1, compatible with the surrounding area, as noted above, and consistent with the streetscape, architectural style and materials, landscape character and setback between the buildings and streets;*
- (d) *provided with adequate off street parking;*
- (e) *capable of being provided with full municipal physical services and emergency services; and*
- (f) *facilitating a gradual transition from Low Profile residential development to Medium and/or High Profile development and vice versa, where appropriate, in accordance with Design Guidelines approved by Council.”*

COMMENT:

The subject site, as discussed above, is appropriate location for the inclusion of the proposed one low profile residential 9 unit buildings. The use will provide for needed alternative housing with access to neighbourhood commercial uses, municipal transit, and other amenities while providing for needed alternative housing that is compatible and comparable.

The development supports the missing middle housing and the ability for residents to age in place in their neighbourhood. There is surplus parking proposed for the units and visitors and supported by the provision of bike racks on site. The site is serviced by municipal water and sewer and there is existing capacity available for the proposed development.

The development, in my professional opinion, conforms with this policy of the OP.

“6.3.2.29 Compatible Additional Units

The creation of additional dwelling units through renovation or redevelopment in existing residential neighbourhoods shall be done in a manner that is compatible and complimentary to the character of the neighbourhood. The Zoning By-Law will establish regulations for height, density, and massing that will preserve the character of stable and mature neighbourhoods. Council will adopt Design Guidelines to assist in the design and review of development applications within existing stable and mature neighbourhoods.”

COMMENT:

The building has been designed as low profile and unobtrusive for the neighbourhood. The buildings can be considered compatible and comparable to other multi-unit buildings adjacent to the property and residences within the neighbourhood.

COMMENT:

In my professional opinion, the requested site-specific ZBA conforms with the relevant policies of the Official Plan for the City of Windsor based on the evaluation noted above. The provision of a low rise building with 9 residential units conforms with the Residential policies of the OP with compatible and comparable buildings that provide missing middle residential units and allow for seniors to age in place.

6.0 CITY OF WINDSOR ZONING BYLAW 8600

The subject lands are zoned 'Residential District 1.2 (RD1.2)' in the CZB 8600 for the City of Windsor. The (RD1.2) only permits single detached residences, existing duplex dwelling and existing semi-detached dwelling.

A site specific Zoning By-law Amendment (ZBA) is requested to rezone the subject lands to 'Residential District 2.5 (RD2.5)' to recognize the low rise, 9 unit multiple dwelling as a permitted use for the site. The proposed land use of multiple dwelling is consistent with the City of Windsor's intent to support gentle intensification within existing residential neighbourhoods.

PROVISIONS	RESIDENTIAL (RD2.5)	PROPOSED DEVELOPMENT
PERMITTED USES	Multiple Dwelling	9 unit Multiple Dwelling
LOT AREA (min)	166 m ² x 9 units = 1,494 m ²	1,618 m ²
LOT FRONTAGE (min)	20 m	21.3 m
MAIN BUILDNG HEIGHT (max)	7 m min to 18 m max	10 m
FRONT YD DEPTH	6 m min to 7 m max	4.9 m
REAR YD DEPTH (min)	7.5 m	7.8 m
SIDE YARD WIDTH (min)	1.2 m	1.5 m
LOT COVERAGE (max)	50 %	18 %
PARKING	1.25/unit = 1.25 x 9 = 11 sp	TOTAL – 12 SPACES
PARKING LOCATION FROM HABITABLE ROOM (S. 25.5.20.6)	4.5 m setback	1.5 m (south side facing aisle)
DRIVEWAY AISLES (min)	3.5 m x 2 = 7.0 m	3.5 m x 2 = 7.0 m
BIKE PARKING	2 spaces	5 spaces

Additional site-specific zoning provisions requested are:

- 5) **Front Yard Depth:** 4.9 m (1.1 m relief) from 6.0m required);
- 6) **Parking location:** 1.5 m (3.0 m relief from 4.5m required).

“Bylaw 8600: 25.5.30.6 Parking area separation:

Parking area from a building wall containing a habitable room window or containing both a main pedestrian entrance and a habitable room window facing the parking area where the building is located on the same lot as the parking area.”

The driveway is proposed at a 7m width with two, one-way lanes, each 3.5 m in width. The width of the driveway has been adjusted to accommodate existing infrastructure and the avoidance of unnecessarily moving a hydro pole and services. The driveway width at 7 m is more than sufficient for two way use of the driveway. There are only 9 units within the building and there will not be much traffic being generated. The driveway width is sufficient for two way traffic in a 9 unit residential building.

The building has been brought forward on the parcel with a reduced front yard consistent with the established building line of the neighbourhood. The building will have a front yard setback consistent with the various existing residences, a positive position for an infilling building. As well, with the building forward, it is possible to put the required parking and additional parking more than the bylaw behind the building. In my professional opinion, the reduction in the front yard will provide for a positive location and establishment of a low profile 9 unit building as an infilling development.

The side yard reduction will provide for a two way driveway and the width of a building with a welcoming front door. The reduction will provide for setback of the driveway from the building. In my professional opinion, the proposed interior side yard reduction is minor and will provide for an appropriate development.

COMMENT:

After review and evaluation of the CZB for the City of Windsor, the proposed site development will comply with the ‘Residential District (RD2.5)’ regulations after passing of the Zoning Bylaw.

It is therefore my professional opinion that a ZBA to establish a site specific ‘Residential District (RD2.5)’ zone regulatory framework for the subject lands meets the intent of the CZB for the City of Windsor.

7.0 SUMMARY AND CONCLUSIONS

Given the foregoing assessment and my evaluation of the proposal in relation to the PPS 2024, the City of Windsor Official Plan and the Comprehensive Zoning By-law 8600, in my professional opinion the proposed site-specific By-law Amendment (ZBA) is consistent with policies of the PPS, OP, and the regulations found in the Zoning By-law.

In addition, it is my professional opinion that the proposed site-specific Zoning By-law Amendment (ZBA) is appropriate and desirable within this policy framework as it will facilitate development of site while also implementing the proposals included in this Planning Justification Report dated August 5, 2025.

In summation, the proposal complies with the Zoning Bylaw Amendment (ZBA) that will appropriately establish a site-specific regulatory framework under the "Residential District (RD2.5). The ZBA provides a good solution for the provision of needed alternative residential accommodation and is a compatible development with an existing neighbourhood, while supporting a diversity of housing tenures and styles within the municipality.

In my professional opinion the requested site specific ZBA:

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

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

Lassaline Planning Consultants Inc.

Jacqueline Lassaline
Jackie Lassaline BA MCIP RPP
Principal Planner

APPENDIX A – OPEN HOUSE NOTICE