

# **PLANNING RATIONALE REPORT**

## **ZONING BY-LAW AMENDMENT FOR PROPOSED RESIDENTIAL DEVELOPMENT**

**291 Watson Avenue,  
City of Windsor, Ontario**

**November 21, 2025**

**Prepared by:**



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# 1.0 INTRODUCTION

I have been retained by Hausology Inc. (herein the "Applicant") to provide a land use Planning Rationale Report (PRR) in support of a proposed residential development for property located at 291 Watson Avenue (herein the "Site") in the City of Windsor, Province of Ontario.

The Site is currently occupied by a one storey single detached dwelling and detached garage and is located within the Riverside Planning District (Ward 6).

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

The existing single detached dwelling and detached garage will be demolished.

A new 2-storey (with basement) multiple dwelling with a total of 8 residential dwelling units is proposed to be constructed.

Parking on-site for 9 vehicles is proposed, with access from Clairview Avenue.

The tenure of the units will be rental.

Stage 1 pre-consultation (City File PC-065/24) was completed by the Applicant. Comments dated October 17, 2024, were received and have been incorporated into the proposed application.

Stage 2 pre-submission (City File PC-021/25) was completed by the Applicant. Comments dated August 28, 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 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 Hausology Inc., since 2024.

The Site is currently occupied with a single detached dwelling and is located within the Riverside Planning District (Ward 6).

The Site is a corner parcel of land on the west side of Watson Avenue and the north side of Clairview Avenue (see the area in **red** in the Key Map on Figure 1a).



Figure 1a – Key Map (Source: City of Windsor GIS)

The previous use was agriculture prior to 1947.

The Site is legally described and locally known as follows:

Address	ARN	Legal	PIN
291 Watson Avenue, City of Windsor, Province of Ontario	37-39-060-360-04900-0000	LT 1 PL 829 SANDWICH EAST; LT 2 PL 829 SANDWICH EAST; CITY OF WINDSOR	01055 - 0107 LT

## 2.2 Physical Features of the Site

### 2.2.1 Size and Site Dimension

The Site consists of a total area of 826.8 m<sup>2</sup> or 0.0827 ha.

The Site is a rectangularly shaped lot with a frontage of 24.38 m along Watson Avenue and a depth of 33.91 m along Clairview Avenue (see a street view of the Site in Figure 1b).



Figure 1b – Street View, from Watson Ave (Source: Pilon Abbs Inc.)

### **2.2.2 Vegetation and Soil**

The Site has a maintained lawn, landscaping, shrubs and trees.

Soil is made up of Clyde Clay (Cc) and Colwood Fine Sandy Loan (Cdl).

### **2.2.3 Topography and Drainage**

The Site is flat.

The Site is within 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 within a source water protection Event Based Area (EBA).

### **2.2.4 Other Physical Features**

There is an existing driveway from Watson Avenue.

There is fencing along a portion of the Site.

There is an existing landscaped area on the Site.

### **2.2.5 Municipal Services**

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

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

There are fire hydrants located close to the Site.

There are no streetlights or sidewalks in the immediate area of the Site.

Watson Avenue is a local road, and Clairview Avenue is a local road.

There is some on-street parking available in the area.

The Site is close to major transportation networks, including Riverside Drive and Lauzon Road.

The Site has access to transit, with the nearest bus stops (300 m) located at the corner of Lauzon Road and Clairview Ave (Stop ID: 1328, Bus #2).

There is active transportation nearby, including the Ganatchio Trail.

### **2.2.6 Nearby Amenities**

There are several schools close to the Site, including St. John Vianney Catholic School and MS Hetherington Public School.

There are many parks and recreation opportunities in proximity to the Site, including Boardwalk Public Park and Ganatchio Trail.

There are nearby commercial uses, such as food service, personal service shops, and retail.

There are also nearby employment lands, places of worship, libraries and local/regional amenities.

## 2.3 Surrounding Land Uses and Densities

Overall, the Site is located in an established residential area.

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 Watson Ave (see Photo 1 - North).



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

**East** – The lands directly to the east of the Site are used for residential with frontage along Watson Ave (see Photo 2 – East).



Photo 2 – East (Source: Google Maps)

**South** – The lands directly to the south of the Site, beyond Clairview Ave and the Ganatchio Trail are used for residential with frontage along Watson Ave (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 Clairview Ave (see Photo 4 – West).



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

There are a variety of existing and potential densities, lot areas and lot widths within a 200 m radius of the Site (see the surrounding area of the Site in Figure 1c).

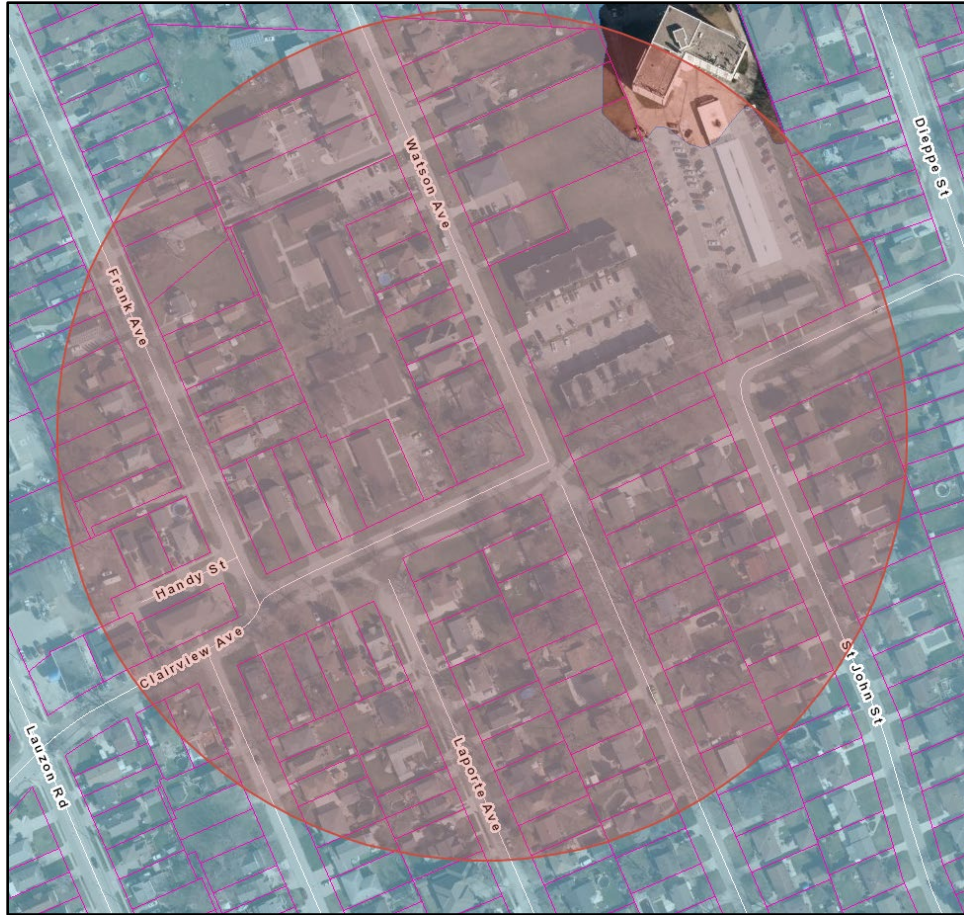


Figure 1c – Surrounding Area (Source: ERCA GIS Mapping)

A total of 150 properties were analyzed. The approximate average lot width was 17.5 m and the average lot area 883.6 m<sup>2</sup>.

Further, the average density (with ADUs) is 49.1 uph.

## 3.0 PROPOSAL AND CONSULTATION

### 3.1 Development Proposal

The Site is currently occupied by a one storey single detached dwelling (with a detached garage) and is located within the Riverside Planning District (Ward 6).

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

The existing single detached dwelling and detached garage will be demolished.

A new 2-storey (with basement) multiple dwelling with a total of 8 residential dwelling units is proposed to be constructed.

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

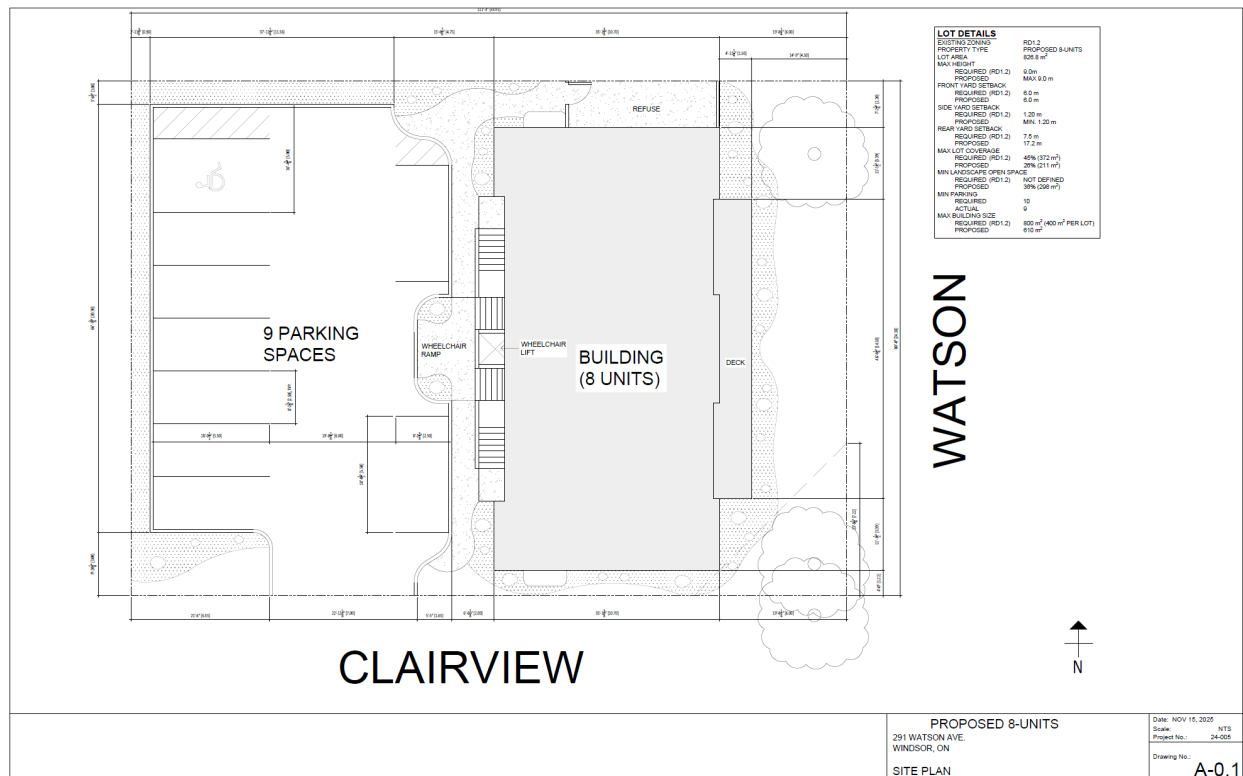


Figure 2a – Concept Plan

The concept plan illustrates the proposed lot layout.

The total proposed building footprint is 211 m<sup>2</sup>, which will result in a lot coverage of 26 %.

The proposed dwelling will face toward Watson Avenue.

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

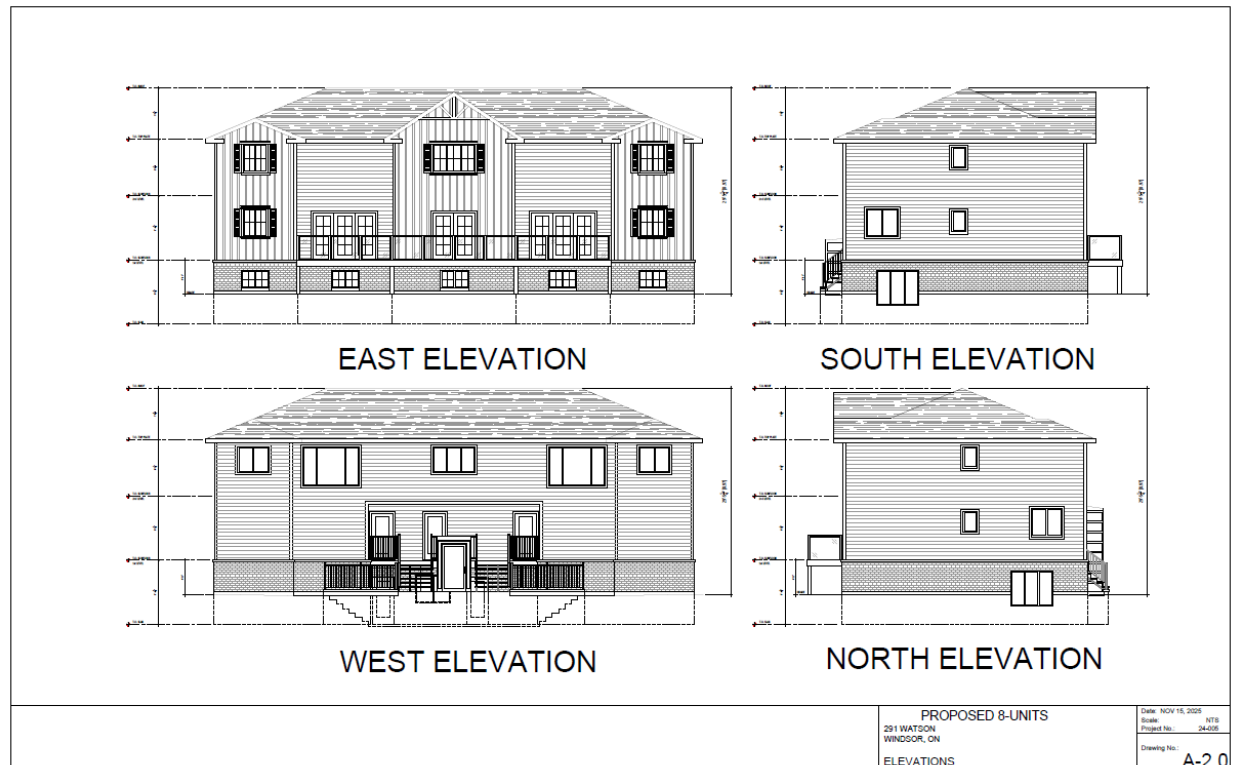


Figure 2b – Elevations

The elevations illustrate the proposed dwelling from ground level.

Private balconies will be located only on the east side of the proposed building.

Based on the area of the Site (0.0827 ha) and the number of proposed units (8), the proposed development will result in a gross density of 96.735 units per hectare (uph).

Tenure of the units will be rental.

Parking on-site for 9 vehicles is proposed with a 7.00 m access from Clairview Avenue.

The parking area will be paved and constructed to municipal standards.

Refuse is proposed to be located on the north side of the parking area.

Landscaping (36 % of the Site) and a paved sidewalk are proposed.

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

## 3.2 Public Consultation Strategy

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

As part of a public consultation strategy, in addition to the statutory public meeting, an informal in person public open house was held with area residents and property owners on Monday, December 9, 2024, from 7:00 pm to 8:00 pm at the at the St. John Vianney Catholic Elementary School and an informal electronic public open house was held with area residents and property owners on Thursday, December 12, 2024, from 6:00 pm to 7:00 pm via Zoom.

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

A total of **436** owners and tenants were notified, which represents a **200 m** radius from the Site.

In addition to the applicant representatives and City Staff, 11 residents attended the in-person open house, and 2 attended the electronic open house.

The notice included the following description:

*It is proposed to construct a new multiple dwelling (3 storey) with 9 dwelling units. On-site parking for 10 spaces is proposed with access from Clairview Ave.*

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

Topic Item	Comments and Questions	Response
Parking	The neighbourhood parking is already bad.  Afternoons are bad.  People will park on Watson Ave, south of the trail.  There is no on street parking along Frank Ave or Clairview.  The driveways are too close to the road now.  Do not like the proposed parking lot in front of the house.	A parking study will be conducted.
Tenue	Are these rentals?	Yes, the units will be rental. They are intended to be affordable.

Topic Item	Comments and Questions	Response
	<p>They won't be affordable.</p> <p>They should be built for families.</p>	<p>1-2 bedroom units are proposed.</p> <p>The units are not meant for families.</p>
Density	<p>Too many people and too many units. Very cramped.</p> <p>The lot is too small.</p> <p>Will change the character of the area.</p> <p>A disregard for the neighbourhood.</p> <p>Not feasible.</p> <p>It's not a normal development.</p>	<p>There is currently a mix of densities in the area.</p> <p>The Site is large enough to accommodate the proposed development.</p> <p>The proposed development will be constructed to be compatible with the area.</p> <p>This is a form of infilling and intensification, which is supported by the PPS.</p>
Building Size and Type	<p>Units are too small.</p> <p>How many storeys?</p> <p>You cannot regulate the number of people in each unit. There could be 2-4 people in each.</p> <p>Why remove a single detached dwelling and replace it with multiple?</p> <p>How did you come up with 9 units.</p> <p>Townhomes or semi-detached dwellings with ADUs would be better.</p> <p>Build something like on Frank St. That is a good development.</p> <p>Other developments in the area are on bigger lots.</p>	<p>The units will range in size.</p> <p>Three storeys are proposed.</p> <p>The number of storeys can be re-evaluated.</p> <p>The proposed height can be reduced to 9.0 m.</p> <p>A townhome dwelling with three units and 2 ADUs in each unit would still add up to 9 total residential units.</p> <p>The lot is an appropriate size.</p> <p>It is not anticipated that privacy issues will be a concern. The existing maximum height for a single detached dwelling in the current RD1.2 zone is 9.0 m.</p> <p>There are no backyards that directly abut the Site.</p>

Topic Item	Comments and Questions	Response
	<p>The proposed height is imposing.</p> <p>People will be looking into the backyards of others.</p> <p>Privacy issue.</p>	
Setbacks	<p>What are the proposed setbacks?</p> <p>What are the current setbacks vs the proposed?</p> <p>The building is too narrow.</p> <p>Are there any guidelines?</p> <p>Too close to the street.</p>	<p>The proposed side yard setback is 1.22 m on the north side and 1.22 m on the south side.</p> <p>Setbacks can be re-evaluated.</p>
Location	<p>There is already an empty lot at Wyandotte. Build there instead.</p> <p>How do you justify this?</p> <p>This will create a precedent, and everyone will want to do this.</p> <p>It will change the character of the street.</p> <p>Closer than any of the other houses that are on the street.</p>	<p>A PRR will be prepared.</p> <p>The 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.</p> <p>Precedence will not be created. Each application is assessed on its own merits.</p> <p>The minimum front yard setback in the existing RD1.2 zone is 6.0m.</p>
Traffic, Sightlines and Safety	<p>Wyandotte is a freeway.</p> <p>There are children in the area, and they will be in danger.</p> <p>The trail connects to the middle of the road at Watson and Clairview.</p> <p>Too many speeders along Watson now.</p>	<p>A TIS is not warranted for this type of development.</p> <p>Sightlines will be reviewed.</p> <p>Speeding is a police issue.</p>

Topic Item	Comments and Questions	Response
	<p>There will be sightline issues on the corner.</p> <p>There is a blind spot.</p> <p>There are already too many trees in the way.</p> <p>No one uses the stop sign.</p> <p>No one anticipated this much traffic and new development.</p>	
Sidewalk and Trail	<p>People use Watson to access the trail.</p> <p>There are no sidewalks along Watson, and people walk down the middle.</p>	Sidewalks are the responsibility of the City.
History	<p>This is a 60 year old neighbourhood.</p> <p>It used to be a cornfield before.</p>	Noted.
Trees	Trees will be removed.	The City will provide comments on any tree removals.
Garbage	<p>We do not want to see garbage stored in front of the building.</p> <p>The garbage bin is too close to the side yard.</p> <p>Would prefer if the bin is close to the street.</p>	<p>The City will regulate the location of the refuse.</p> <p>Bin must be screened in.</p> <p>Refuse is not permitted along the street.</p> <p>The bin can be re-located.</p>
Design	<p>Something more appealing architecturally.</p> <p>Something better like 8010 Clairview Ave.</p>	The final design of the proposed development will be confirmed at the building permit stage.

Based on the feedback received from the public consultation, the concept plan has been revised. Revisions include the reduction in height and compliance with ZBL requirements.

## **4.0 PROPOSED APPLICATION AND STUDIES**

Stage 1 pre-consultation (City File PC-065/24) was completed by the Applicant. Comments dated October 17, 2024, were received and have been incorporated into the proposed application.

Stage 2 pre-submission (City File PC-021/25) was completed by the Applicant. Comments dated August 28, 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 1.2 (RD1.2)" on Map 10 of the City of Windsor Zoning By-Law 8600.

It is proposed to rezone the Site to a site-specific Residential District 3.1 (RD 3.1- S.20(1)XXX) category to permit the proposed multiple dwelling with 8 units.

All RD3.1 zone provisions shall comply with the exception of the requested relief.

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

### **4.2 Other Applications**

Prior to any construction, the proposed development will require building permits.

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

### **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 Archaeology**

A Stage 1 and 2 Archaeological Assessment was prepared by AMICK Consultants Limited, dated December 17, 2024.

The purpose of the report is to assess the archaeological potential of the Site.

It was concluded that no archaeological resources were encountered.

Indigenous community engagement was also included.

It was recommended that no further archaeological assessment of the Site is warranted.

The report has been filed with the Ministry (MCM File Number 0022733).

#### **4.3.2 Parking**

A Parking Study was prepared by RC Spencer Associates Inc., dated November 2024.

The purpose of the report is to assess the impacts of reducing the number of parking spaces from 11 to 10 (although fewer units are now proposed).

The report considered the anticipated peak parking demand in comparison to the proposed on-site parking supply.

It was concluded that the proposed parking supply would be sufficient to accommodate the peak parking demand generated by the proposed development.

There are also on-street parking, transit and active transportation options available.

#### **4.3.3 Storm**

A Stormwater Management Report (SWM) was prepared by GS Engineering Consultants Inc., dated January 9, 2025.

The purpose of the report is to establish the allowable release rate for the site, the stormwater storage quantity requirements, and the quality requirements to be submitted as part of the building permit application for this development and to determine the feasibility of a stormwater management system on this site.

It was concluded that the proposed development is feasible from a stormwater management perspective. As a result, the site development will not have a negative impact on the municipal system.

# 5.0 PLANNING ANALYSIS

## 5.1 Policy and Regulatory Overview

### 5.1.1 Provincial Planning Statement

The Provincial Planning Statement, 2024 (PPS) provides policy direction on matters of provincial interest related to land use planning and development.

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

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

PPS Policy #	Policy	Response
Chapter 1 - Vision	Ontario will increase the supply and mix of housing options, addressing the full range of housing affordability needs. Every community will build homes that respond to changing market needs and local demand. Providing a sufficient supply with the necessary mix of housing options will support a diverse and growing population and workforce, now and for many years to come.	The proposed development provides more housing.
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 in an existing neighbourhood to meet the needs of the City.  Full municipal services are available to accommodate the proposed development.

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, as there are local amenities close to the Site.</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 neighbourhood.</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"> <li>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</li> <li>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;</li> </ol> <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>The proposed density is appropriate for the Site. Within 200 m of the Site, there is a variety of housing types.</p> <p>The proposed 8 unit multiple dwelling is compatible with and appropriate for the area.</p> <p>See a detailed analysis of density provided in Section 2.3 of this PRR.</p> <p>The lot coverage is proposed to be low.</p> <p>Residents will have access to nearby transit and active transportation.</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, which is where development should occur.
2.3.1.2	Land use patterns within settlement areas should be based on densities and a mix of land uses which: a) efficiently use land and resources; b) optimize existing and planned infrastructure and public service facilities; c) support active transportation; d) are transit-supportive, as appropriate	<p>The total density of the proposed development is considered appropriate as it will not hinder any privacy issues of casting shadows on abutting properties. See a detailed analysis of density provided in Section 2.3 of this PRR.</p> <p>The lot coverage proposed is low.</p> <p>The Site offers an opportunity for infilling by creating 9 new residential dwelling units.</p> <p>The proposed height of 9.0 m 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, recreational areas and institutional uses.</p> <p>Transit is available for the area.</p> <p>Active transportation is available in the area.</p>

PPS Policy #	Policy	Response
2.3.1.3	Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.	<p>The proposed development provides an infill opportunity of an existing parcel of land.</p> <p>The Site was always intended for residential development.</p> <p>The design of the proposed development has provided a compact form.</p>
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.	<p>The proposed development has access to full municipal services.</p> <p>There are nearby public service facilities.</p>
3.3.3 - Transportation	Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the 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	The proposed development will be serviced by municipal sewer, water and storm,

PPS Policy #	Policy	Response
	servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.	which is the preferred form of servicing for settlement areas.
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;	There are no anticipated water quality and quantity issues.  A SWM report has been provided and summarized in section 4.3.3 of this PRR.
4.6.3 – Cultural Heritage and Archaeology	Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved.	The required study was completed and summarized in Section 4.3.1 of this PRR.
4.6.5 - Engagement	Planning authorities shall engage early with Indigenous communities and ensure their interests are considered when identifying, protecting and managing archaeological resources, built heritage resources and cultural heritage landscapes.	The engagement was included in the Archaeology Assessment.
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	There are no natural or human-made hazards that apply to this Site.  There is no risk to the public.

PPS Policy #	Policy	Response
	create new or aggravate existing hazards.	The Site is within the ERCA regulated area. Permits will be obtained, if required.

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).

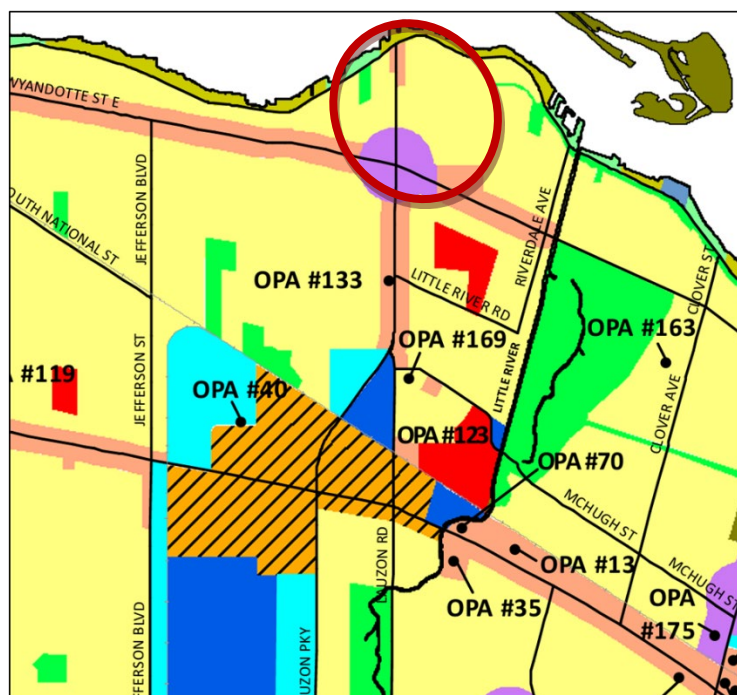


Figure 4 –OP

The Site is also subject to the following:

- Schedule 'B' – Greenway Systems – located within a "Recreationway (Clairview Avenue)"

- Schedule 'C' – Development Constraint – Floodplain Areas, Shoreline and Floodprone Areas, and 500 m of a known Waste Disposal Site
- Schedule 'C-1' - Archaeological Potential – High Potential

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.	<p>The proposed residential development supports one of the City's overall development strategies of providing for a range of housing types.</p> <p>The proposed development is close to transit, active transportation and local amenities.</p>
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 <b>townhouses</b>.</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-</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 neighbourhood, as there is a mix of housing types and densities.</p> <p>The Site offers appropriate infilling within the existing built up area.</p> <p>The Site 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 while providing appropriate space for parking and landscaping. See a detailed analysis of density provided in Section 2.3 of this PRR.</p>

OP Policy #	Policy	Response
	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.	
4.0 – Healthy Community	The implementing healthy community policies are interwoven throughout the remainder of the Plan, particularly within the Environment, Land Use, Infrastructure and Urban Design chapters, to ensure their consideration and application as a part of the planning process.	<p>The proposed development will support the City's goal of promoting a healthy community (live, work and play).</p> <p>The proposed development is close to nearby transit, employment, shopping, local/regional amenities, and parks.</p>
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>
5.4.6.4 – Development Criteria (Floodplain)	Council may permit development in a floodplain in recognized flood fringe areas outside of the floodway, including behind flood control dykes (so as to address the matter of the potential failure of protective works) provided: (a) sufficient information	<p>The Site is subject to ERCA regulations.</p> <p>The Applicant will work with the City and ERCA regarding the ability to ensure safe access during a flood event.</p>

OP Policy #	Policy	Response
	<p>accompanies the application to show that the proposed development and its occupants will be protected from the effects of a Regulatory Flood; (b) the potential upstream and downstream impacts of the development proposal will not significantly affect the hydrology or hydraulics of the floodplain; (c) and that adequate floodproofing measures, determined in consultation with the Essex Region Conservation Authority, are incorporated in the development.</p>	<p>Permits from ERCA will be obtained if required.</p>
<p>5.4.9.2 – Waste Disposal Site</p>	<p>Council shall require proponents of development within 500 metres of a Known or Suspected Waste Disposal Site to prepare a report in accordance with provincial legislation, policy and appropriate guidelines to demonstrate the site is suitable for development.</p>	<p>Closed Waste Disposal Site No. 6062 - Dieppe Avenue (Closed 1952) has an NP Classification (No potential for Impact on Humans or the Environment), which impacts the Site.</p> <p><i>Source: Waste Disposal Site Inventory (June 1991) - Ministry of the Environment</i></p> <p>No required studies were required as part of the ZBA submission.</p>
<p>6.0 - Preamble</p>	<p>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,</p>	<p>The proposed development supports the policy set out in the OP as it is suited for the residential needs of the City.</p>

OP Policy #	Policy	Response
	social and economic considerations.	
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> <p>6.1.10 Pedestrian oriented clusters of residential, commercial, employment and institutional uses.</p> <p>6.1.14 To direct residential intensification to those areas of the City where transportation, municipal services, community facilities and goods and services are readily available.</p>	<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.</p> <p>The Site is pedestrian-friendly.</p> <p>The Site provides an opportunity for residential intensification.</p> <p>The Site is on a corner parcel of land, which makes infilling and intensification appropriate.</p>
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><b>(a) Low Profile developments are buildings or structures generally no greater than three (3) storeys in height;</b></p> <p>(b) Medium Profile developments are buildings or structures generally no greater than six (6) storeys in height; and</p>	<p>The proposed development of the 8 residential dwelling units is considered a low-profile building.</p> <p>The proposed height of the dwelling will be limited to 9.0 m (2 storeys with a basement).</p>

OP Policy #	Policy	Response
	(c) High Profile developments are buildings or structures generally no greater than fourteen (14) storeys in height.	
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>
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.
6.3.2.1 – Permitted Uses	Uses permitted in the Residential land use designation identified on Schedule D: Land Use include <b>Low Profile</b> , 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 new multiple dwelling with 8 residential dwelling units, which is a permitted low profile use.
6.3.2.3 – Type of Low Profile Housing	<p>For the purposes of this Plan, Low Profile housing development is further classified as follows:</p> <p>(a) small scale forms: single detached, semi-detached, duplex and row and multiplexes with up to 8 units; and</p> <p><b>(b) large scale forms: buildings with more than 8 units.</b></p>	<p>The proposed development is considered a large scale housing development as 8 units are proposed.</p> <p>The Site is large enough to accommodate the proposed development.</p>

OP Policy #	Policy	Response
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 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.	<p>The Site has access to major transportation networks.</p> <p>Full municipal services are available.</p> <p>Access to transit is available with bus stops nearby.</p>
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	<p>This PRR has addressed provincial legislation (PPS 2024) in Section 5.1.1.</p> <p>There are no constraints other than floodplain control.</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 cultural heritage resource concerns.</p> <p>The proposed development is in keeping with policies and plans.</p>

OP Policy #	Policy	Response
	<p>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 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>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>There are currently a variety of lot areas and lot frontage in the neighbourhood.</p> <p>Within a 200 m radius there are other multiple dwellings.</p> <p>See a detailed analysis of density provided in Section 2.3 of this PRR.</p> <p>The proposed height of the buildings will be kept low profile, similar to the existing dwellings in the area.</p> <p>The massing of the development will fit well on the size of the existing lot.</p> <p>The Site is not in a mature neighbourhood, as shown on Schedule A-1 of the OP.</p> <p>Off street parking is provided in the area, and the proposed reduction is not expected to have any negative impacts. A parking study has been completed and summarized in Section 4.3.2 of this PRR.</p> <p>Full municipal services are available.</p>

OP Policy #	Policy	Response
		<p>The proposed development will be professionally designed.</p> <p>The City of Windsor intensification guidelines will be followed.</p> <p>Most RD3.1 zone provisions shall comply. Analysis has been provided in Section 5.1.4 of this PRR.</p>
7.0 - Infrastructure	The provision of proper infrastructure provides a safe, healthy and efficient living environment. In order to accommodate transportation and physical service needs in Windsor, Council is committed to ensuring that infrastructure is provided in a sustainable, orderly and coordinated fashion.	<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>
7.2.3.4 - Recreationway	<p>Council shall provide for the development of the Recreationway by:</p> <p>(b) Ensuring that the design of the Recreationway complements and connects with the Greenway System, other areas of the city and neighbouring communities;</p>	The proposed development will not have any negative impact on the system.
9.2.8 - Archaeology	To identify, protect and conserve Windsor's archaeological resources in place wherever possible and encourage development that respects Windsor's archaeological heritage.	The required study was completed and summarized in Section 4.3.1 of this PRR.
9.2.6 – Indigenous Community Engagement	To recognize that the lands within its jurisdiction are of interest to a number of Indigenous communities. As	The engagement was included in the Archaeology Assessment.

OP Policy #	Policy	Response
	such, Windsor will engage with all such communities in the land development process.	

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

### 5.1.3 Windsor Intensification Guidelines

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

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

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

Guideline Policy #	Policy	Response
1.7 – Compatible Development	"Compatible Development" is an overarching principle of good planning, applicable throughout the City of Windsor, and its definition needs to be clearly understood, and applied in different ways, in different contexts throughout the City.	<p>The proposed development is compatible with its surroundings.</p> <p>The OP encourages a mix of densities and types of housing in the existing neighbourhood.</p> <p>The Site is a corner lot and only impacts 2 abutting properties.</p> <p>There is no safety, privacy or shadowing impacts on abutting properties.</p>
2.1 – Stable Neighbourhood	Achieving compatibility in Stable Neighbourhoods is not about replicating the existing form or reproducing architectural styles or details of nearby buildings. Rather, the focus is to direct how new development can be designed	<p>The proposed development can be designed to maintain and preserve the neighborhood's character.</p> <p>The building can be placed close to the intersection, creating additional setbacks from the abutting properties.</p>

Guideline Policy #	Policy	Response
	<p>to maintain and preserve neighbourhood character.</p> <p>New development in Stable Neighbourhoods should be designed to respond to the basic neighbourhood patterns and reoccurring characteristics, such as lot patterns; placement and orientation; scale, height, and massing of dwellings; existing vegetation; topography; and other common or distinctive elements.</p>	<p>The height can be limited to 9.0 m.</p> <p>Buffering and screening in the form of landscaping and fencing can be provided around the proposed parking area.</p> <p>The Site is flat.</p>
	<p><b>Architecture</b> - Architectural styles, in some cases vary dramatically, while in other neighbourhoods, convey consistency. While a rigorous adherence to a particular form or style is neither desirable nor realistic there are key elements of all building designs that can be used to ensure that different forms and styles can coexist alongside one another in a compatible and complementary manner;</p>	<p>The final design of the dwelling will be completed as part of the required building permit.</p> <p>The density is appropriate, and the lot coverage is low.</p>
	<p><b>Lot Size/Frontage</b> - Streets that display the most diversity in terms of lot size and street frontage are not necessarily negative in terms of community character. Varying lot sizes and frontages can accommodate a diversity of housing types and built forms. To support this variety and diversity as a positive attribute, it is important to ensure that the development is appropriate for the site and</p>	<p>The lot size and frontage are appropriate for the proposed development.</p> <p>No new lot is being created.</p> <p>Minor relief from the RD3.1 zone provisions is required.</p>

Guideline Policy #	Policy	Response
	within the context of the surrounding built form;	
	<b>Setbacks</b> - Front and side yard setbacks are character giving elements within these neighbourhoods that establish both the building's relationship with the street, and the visual separation between buildings. Consistency in building setbacks, regardless of built form, is a key character giving element of any street;	All setbacks will be evaluated as part of the ZBA and justified in Section 5.1.4 of this PRR.
	<b>Parking</b> - Dealing with the issue of parking is often a flashpoint in the conversation about residential intensification. Parking must be appropriately accommodated on the site of any specific residential development, and that parking supply may be augmented by onstreet parking, or in parking spaces provided in communal facilities. A lack of parking supply, with too much reliance on on-street parking has a significant negative impact on community character and may impact the functional operation of the street network.	Parking is proposed to be located at the rear of the Site.  All setbacks will be evaluated as part of the ZBA and justified in Section 5.1.4 of this PRR.

#### 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 1.2 (RD1.2)" on Map 10 of the City of Windsor Zoning By-Law 8600 (see Figure 5 – ZBL).



Figure 5 – ZBL

It is proposed to rezone the Site to a site-specific Residential District 3.1 (RD 3.1- S.20(1)XXX) category to permit the proposed multiple dwelling with nine (9) units.

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

A review of the RD3.1 zone provisions, as set out in Section 12.1 of the ZBL, is as follows:

Zone Regulations	Required RD3.1	Proposed	Compliance and/or Relief Requested with Justification
Permitted Uses	Double Duplex Dwelling Duplex Dwelling Lodging House <b>Multiple Dwelling</b> Religious	<b>Multiple Dwelling with 8 units</b>	Complies, subject to the approved ZBA

Zone Regulations	Required RD3.1	Proposed	Compliance and/or Relief Requested with Justification
	Residence Residential Care Facility Semi-Detached Dwelling Single Unit Dwelling (Existing) Townhome Dwelling Any use accessory to any of the preceding uses		
Minimum Lot Frontage	18.0 m	24.38 m (Watson Ave)	Complies
Minimum Lot Area	<p>For a corner lot having a minimum frontage of 30.0 m on each of the exterior lot lines:</p> <p>a) For the first 5 dwelling units - 540.0 m<sup>2</sup></p> <p>b) For each additional dwelling unit - 67.0 m<sup>2</sup> per unit</p> <p><b>For any other lot:</b></p> <p>c) For the first 4 dwelling units – 540.0 m<sup>2</sup></p> <p>d) For each additional dwelling unit – 85.0 m<sup>2</sup> per unit</p>	826.8 m <sup>2</sup>	<p>Relief Required.</p> <p>A reduction of 52.2 m<sup>2</sup> is required.</p> <p>The reduction is considered minor.</p> <p>There is a variety of lot sizes in the area.</p> <p>The proposed lot coverage is very low (26 % / 211 m<sup>2</sup>).</p> <p>The number of dwellings has been reduced to bring the requirement closer into compliance.</p>

Zone Regulations	Required RD3.1	Proposed	Compliance and/or Relief Requested with Justification
	<b>TOTAL = 540.0 + 340 = 880 m<sup>2</sup></b>		
Maximum Lot Coverage	35.0%	26 % (211 m <sup>2</sup> )	Complies
Maximum Main Building Height	Corner - 14.0 m	9.0 m	Complies
Minimum Front Yard Depth	6.0 m	6.0 m (4.5 m to the deck)	Complies
Minimum Rear Yard Depth	7.50 m	17.2 m	Complies
Minimum Side Width	<p>a) Where a habitable room window of any dwelling unit faces a side lot line – 6.0 m</p> <p>b) Any other side yard - 3.0 m</p>	<p>South side – 1.22 m</p> <p>North side - 2.20 m</p>	<p>Relief is required for both sides of the proposed dwelling.</p> <p>The setback in the current RD1.2 zone is only 1.20 m.</p> <p>The building will be located close to the intersection and will provide for the appropriate site visibility triangle.</p> <p>There are windows on the side of the proposed dwelling, toward the front only.</p> <p>Privacy will not be impacted.</p>

Zone Regulations	Required RD3.1	Proposed	Compliance and/or Relief Requested with Justification
			The maximum height of the proposed building can be complied with.
5.15.5 – Corner Lot	On a corner lot, any part of any building or structure shall have a minimum separation of 6.0 m from the point of intersection of any two streets unless: .1 .2 that part of the building or structure is elevated a minimum of 2.20 m above grade; that part of the building or structure consists exclusively of not more than one structural support column having a maximum outside diameter of 1.0 m and a minimum height of 2.20 m above grade.	7.22 m  (as shown on the concept plan)	Complies
Minimum Landscaped Open Space Yard	35.0 % of lot area	36 % (298 m2)	Complies
Minimum Parking Requirements 24.20.5.1	Multiple Dwelling containing a minimum of 5 Dwelling units - 1.25 for each dwelling unit	9	Relief required  A reduction of 1 parking space is requested.

Zone Regulations	Required RD3.1	Proposed	Compliance and/or Relief Requested with Justification
	<b>Total 8 x 1.25 = 10</b>		<p>A Parking Study has been prepared and summarized in Section 4.3.2 of this PRR.</p> <p>The proposed reduction will not have any impact.</p> <p>The Site is close to transit, active transportation, trails and there is on-street parking available.</p>
Minimum Visitor Parking Spaces 24.22.1.1	Multiple Dwelling with a minimum of five dwelling units = 15 %	15 % will be provided	Shall Comply
Minimum Accessible Parking Spaces 24.24.1.1	1 to 25 Total 1 Type A and 0 Type B	1	Complies
Minimum Bicycle Parking Spaces 24.30.1.1	1 to 9 Total = 0	2	<p>Shall Comply</p> <p>Bicycle spaces are to be shown as part of the final site plan.</p>
Minimum Loading Spaces 24.40.1.5	For a Multiple Dwelling with 9 - 1,000 m <sup>2</sup> or less Total = 0	0	Complies
Parking Area Separation 25.5.20.1	Any Street – 3.00 m	3.00 m	Complies
	An interior lot line or alley – 0.90 m	<p>West side – 1.08 m</p> <p>North side – 0.90 m</p>	Complies

Zone Regulations	Required RD3.1	Proposed	Compliance and/or Relief Requested with Justification
	A building wall in which is located a main pedestrian entrance facing the parking area – 2.00 m	2.00 m	Complies
	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 – <b>4.50 m</b>	2.00 m	Relief requested.  Relief is considered minor.  The building will be located close to the intersection and will provide for the appropriate site visibility triangle.  Appropriate buffering and screening can be provided in the form of landscaping and fencing.

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

Further, all RD3.1 zone provisions shall comply with the following requested relief:

- *Decrease the minimum lot area from 880 m<sup>2</sup> to 826.8 m<sup>2</sup>,*
- *Decrease the minimum side width from 6.0 m / 3.0 m to 1.22 m on the south side and 2.20 m on the north side,*
- *Decrease the minimum parking requirement from 10 to 9 parking spaces, and*
- *Decrease the minimum setback of 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 from 4.50 m to 2.0 m.*

## **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 scale, massing, height and siting.

The proposed building will be located as close to the intersection as possible.

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 or the current Site.

#### **6.1.4 Natural Environment Impacts**

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

#### **6.1.5 Municipal Services Impacts**

There will be no negative impacts on the municipal system 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, places of worship and community amenities.

The proposed development does not cause any public health and safety concerns. ERCA permits will be obtained, if required.

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

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

There are no cultural heritage constraints, as set out in the required support study.

## 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**

