

PLANNING RATIONALE REPORT

OFFICIAL PLAN AMENDMENT AND ZONING BY-LAW AMENDMENT PROPOSED RESIDENTIAL DEVELOPMENT

**1356 Drouillard Road
City of Windsor, Ontario**

September 21, 2026

Prepared by:



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1.0 INTRODUCTION

I have been retained by Reigns 740 Inc. on behalf of 15289335 Canada Inc. c/o Jay Golshani (herein the "Applicant"), to provide a land use Planning Rationale Report (PRR) in support of a proposed development to be located at 1356 Drouillard Road (herein the "Site") in the City of Windsor, Ontario.

The Site, in Ward 5 (East Windsor Planning District), is made up of one (1) parcel of land, which has an existing legal non-conforming single detached dwelling unit with an accessory building (to be demolished).

It is proposed to construct a new 2-storey (with basement) semi-detached dwelling containing a total of 2 residential dwelling units.

Additional Dwelling Units (ADU) are also proposed (2 ADUs - 1 in the basement of each semi-detached dwelling).

The Applicant would also like the option of a multiple dwelling containing a maximum of four dwelling units.

A total of 4 parking spaces are proposed to be located on-site, with vehicle access from the rear yard via the existing alley.

The tenure of each unit will be individually owned. The Applicant will be required to apply to sever the proposed building along the common interior wall.

The Site will be connected to full municipal services, including water, storm and sanitary.

A site-specific Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) are required in support of the proposed development.

The first pre-consultation (stage 1) was completed by the Applicant (City File #PC 057/23). Comments dated January 31, 2024 (and further revised on August 27, 2024) have been received and incorporated into this PRR. The stage 1 application expired on August 27, 2025.

The second pre-consultation (stage 1) was completed by the same Applicant (City File #PC 063/25). Comments dated July 22, 2025, have been received and incorporated into this PRR.

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

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

2.0 SITE AND SURROUNDING LAND USES

2.1 Legal Description and Ownership

The Site is made up of one interior lot located on the east side of Drouillard Road, directly across Metcalfe Street and south of Franklin Street (see the area in red on Figure 1a – Site Location).



Figure 1a – Site Location (Source: Windsor GIS)

The Site is part of the East Windsor Planning District in the City of Windsor, Ward 5.

The Site is owned, locally known as and legally described as follows:

Address	Legal Description	PIN	ARN	Owner	Purchased Date
1356 Drouillard Road, City of Windsor, Province of Ontario	Lot 17, Plan 685 Sandwich East; City of Windsor Lot 16, Plan 685 Sandwich East	01094-0015 (LT)	010-160-04400	15289335 CANADA INC.	2023

2.2 Physical Features of the Site

2.2.1 Size and Site Dimensions

The entire Site, subject to the proposed development, consists of a total area of approximately 557.4 m² (0.056 ha), with 18.3 m of frontage along Drouillard Road, and with 30.48 m of depth.

The shape of the Site is rectangular.

2.2.2 Existing Structures and Previous Use

The Site currently has an existing legal non-conforming single detached dwelling unit with an accessory building (to be demolished) (see Street View on Figure 1b – Street View).



Figure 1b – Street View

The previous use is unknown.

2.2.3 Vegetation and Soil

The property currently has a mown lawn with no trees.

The soil of the Site is made up of Brookston Clay Loam (Bcl).

2.2.4 Topography and Drainage

The Site is generally level.

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

The Site is part of the Windsor Area Drainage.

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

2.2.5 Other Physical Features

There is one (1) existing remnant driveway (gravel) from Drouillard Road.

Fencing is located along the sides of the Site, owned by others.

The alley is located in the rear of the Site.

2.2.6 Municipal Services

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

There are fire hydrants located close to the Site.

The road classification of Drouillard Road is a Class 1 collector road.

Streetlights and sidewalks are located along Drouillard Road.

On street parking is permitted along Drouillard Road.

The Site has access to transit with the closest bus stop located directly in front of the Site on Drouillard Road (Stop ID 1322, Bus 3).

The Site has access to major transportation corridors, including Tecumseh Road East, Walker Road and Wyandotte Street East.

2.2.7 Nearby Amenities

There are several schools nearby, including Windsor Islamic High School Walkerville Collegiate Institute and David Maxwell Public School.

There are many parks, trails, and recreation opportunities in close proximity to the Site, including Gary Dugal Park, Unity Park and Labadie Park.

The nearest library is the Windsor Public Library - Seminole Branch.

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

2.3 Surrounding Land Uses

Overall, the Site is within an existing settlement area transitioning from commercial to residential and mixed-use.

The character of the area is a mix of residential and commercial.

There are industrial uses (e.g., Ford Motor Company of Canada) nearby.

A site visit was conducted on April 20, 2024, and photos were taken by Pillon Abbs Inc.

North – The lands north of the Site are used for residential and commercial (see Photo 1 – North).



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

South – The lands south of the Site are used for residential and commercial (see Photo 2 - South).



Photo 2 – South (Source: Pilon Abbs Inc.)

East – The lands east of the Site are used for residential with frontage along Henry Ford Centre Drive (see Photo 3 - East).



Photo 3 – East (Source: Google Street View)

West – The lands west of the Site are used for residential and commercial (see Photo 4 - West).



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

3.0 DEVELOPMENT PROPOSAL

3.1 Proposal

The Site will be used for residential purposes.

There is an existing legal non-conforming single detached dwelling unit with an accessory building (to be demolished).

It is proposed to construct a new semi-detached dwelling containing a total of 2 residential dwelling units.

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

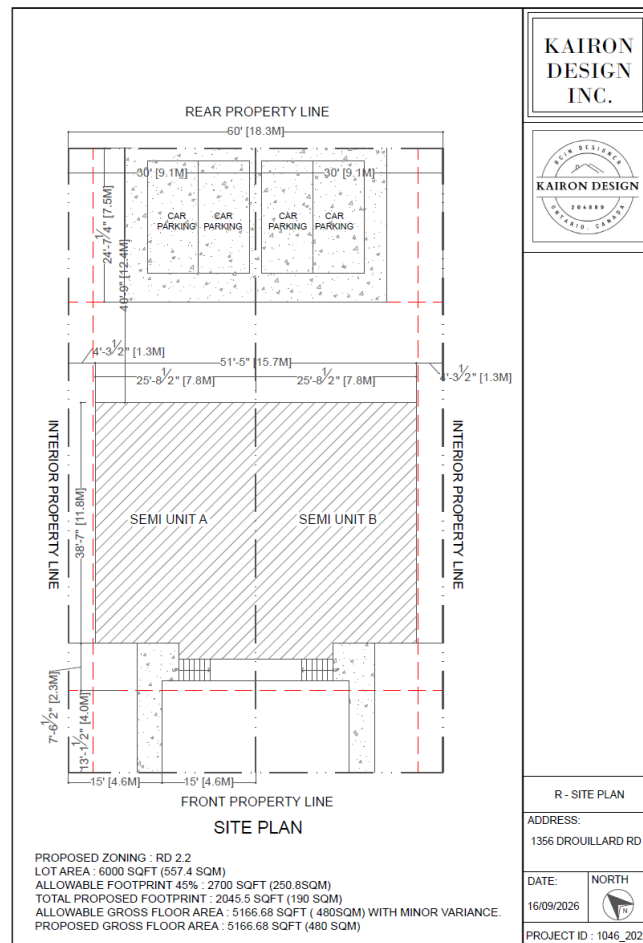


Figure 2a –Concept Plan

The Concept Plan is preliminary in order to illustrate how the Site can be developed.

Additional Dwelling Units (ADU) are also proposed (2 ADUs - 1 in the basement of each semi-detached dwelling).

The Applicant would also like the option of a multiple dwelling containing a maximum of four dwelling units.

The proposed building will face Drouillard Road.

Pedestrian access into the proposed building will be from the front and rear sides.

Elevations of the proposed building have been prepared (see Figure 2b – Elevations).

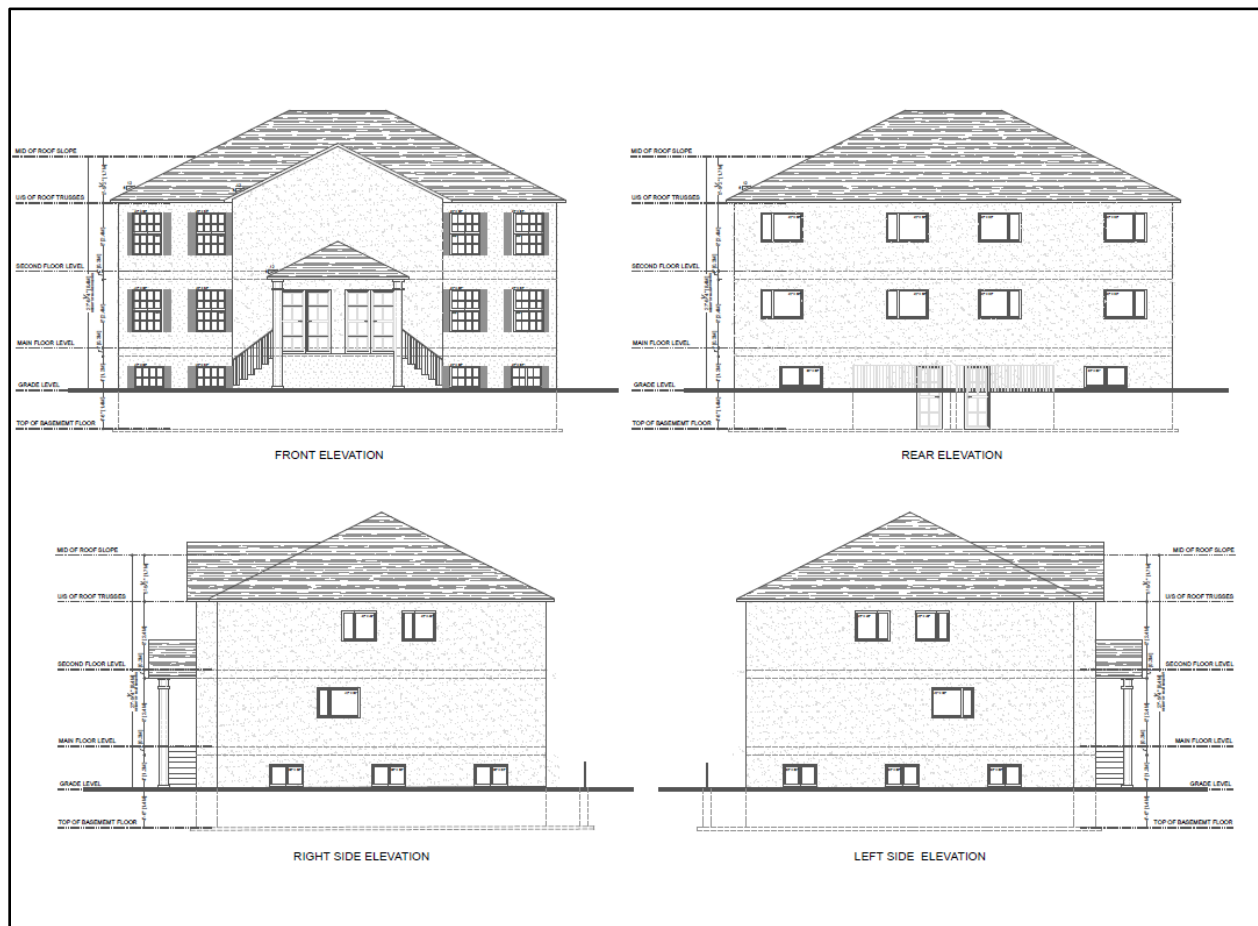


Figure 2b – Elevations

The elevations are preliminary in order to illustrate how the building will look from the street level.

No garages are proposed.

The proposed building will be 2-storey with a basement.

The building footprint will occupy a total of 190 m² of the Site and will be a total of 8.36 m in height.

The proposed gross floor area (GFA) will be 480 m².

The tenure of each unit will be individually owned. The Applicant will be required to apply to sever the proposed building along the common interior wall.

Based on the lot area (0.056 ha) and the proposed number of units (2), the total residential density of the Site will result in 35.71 units per hectare (uph). With the ADUs, the Site will result in 71.42 uph.

A total of 4 parking spaces are proposed to be located on-site, with vehicle access from the rear yard via the existing alley.

Paved sidewalks and parking areas will be provided.

The City requires that the Applicant install gravel on the alley to the Site, per City standards.

Amenity space will be provided.

The refuse (garbage and recycling) will be located inside and taken to the curb.

The site will be connected to full municipal services, including water, storm and sanitary.

The City has requested that a 1.8m conveyance along Drouillard Road be required.

3.2 Public Consultation Strategy

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

As part of a public consultation strategy, in addition to the statutory public meeting, an informal electronic public open house was held with area residents and property owners on Tuesday, August 20, 2024, from 6:00 pm to 7:00 pm.

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

A total of 167 notices were mailed out, which represent a **200 m** radius from the Site.

The notices indicated the following:

It is proposed to demolish the existing dwelling and construct a new multiple dwelling with 6 dwelling units. On site parking for 6 spaces is proposed with access from Drouillard Road.

In addition to the City of Windsor Staff, Ward Councillor, and the Applicant representatives, a total of 2 people registered and attended the online open house.

Emails, letters, and phone calls were also received and have been documented.

The following is a summary of the comments and responses at the time of the public open houses:

Topic Item	Comment and Questions	Response
Development	We encourage every sort of development in Windsor. Happy to see the existing building torn down. A four-plex would be better.	Noted. The Applicant will review other options.
Height	What is the proposed building height? The proposed 3 storeys are okay.	The total height proposed is 9.92 m.
Parking	Parking is already an issue in the area. This is going to make it worse. There should be 2 cars for each unit (12 total). On street parking will be lost. There are other businesses in the area that need on-street parking. There is no parking allowed on the alley.	On site parking will be provided. Revised plans now show that a total of 4 parking spaces are proposed to be located on-site, with vehicle access from the rear yard via the existing alley.
Neighbourhood	This development will hurt the neighbourhood. There are no grocery stores in the area.	It is anticipated that the new development will elevate the area.
Landscaping	Will there be any green space?	Yes.
Traffic	Too busy already. There should be traffic calming measures.	A Traffic Impact Statement (TIS) is not warranted for this type of development.

Topic Item	Comment and Questions	Response
	The road is too narrow.	
Bus	The bus stop has been moved already. Transit is unreliable.	Noted.
Flooding	Every time it rains, it floods.	The Applicant will be required to control rainwater on the Site.
Bike Lanes	There are no bike lanes.	Noted.
Bedrooms	How many bedrooms will there be?	1st floor for families (2-4 bedrooms) 2nd-3rd floor for singles (1-2 bedrooms)

Based on the feedback received from the open house, the concept plan has been revised.

4.0 PROPOSED APPLICATIONS AND STUDIES

The first pre-consultation (stage 1) was completed by the Applicant (City File #PC 057/23). Comments dated January 31, 2024 (and further revised on August 27, 2024), have been received and incorporated into this PRR. The stage 1 application expired on August 27, 2025.

The second pre-consultation (stage 1) was completed by the same Applicant (City File #PC 063/25). Comments dated July 22, 2025, have been received and incorporated into this PRR.

The proposed development requires an application for an Official Plan Amendment (OPA) and an application for a Zoning By-law Amendment (ZBA).

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

4.1 Official Plan Amendment

A site-specific Official Plan Amendment (OPA) is required in support of the proposed development.

The current land use designation is "Mixed Use Corridor", as noted on Schedule D- Land Use of the City of Windsor Official Plan (OP).

A multiple dwelling with more than 8 dwelling units does not require an OPA. This scale of development (semi-detached dwelling with 2 units) will require an amendment.

ADUs are as-of-right.

It is proposed to further amend the existing Mixed Use Corridor designation to permit a semi-detached dwelling with 2 dwelling units.

The Applicant would also like the option of a multiple dwelling containing a maximum of four dwelling units.

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

4.2 Zoning By-law Amendment

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

The current zoning of the Site, subject to development, is 'Commercial District 4.1 (CD4.1)' category, as shown on Map 7 of the City of Windsor Zoning By-law #8600.

It is proposed to change the zoning to 'Residential District 2.2 (RD2.2)' to permit a semi-detached dwelling with 2 dwelling units.

ADUs are as-of-right.

The Applicant would also like the option of a multiple dwelling containing a maximum of four dwelling units.

Relief from certain RD2.2 provisions is being requested.

The ZBA is detailed, and the justification is set out in Section 5.1.5 of this PRR.

4.3 Other Application

Once the ZBA application has been approved, the Applicant will proceed with a building permit.

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

4.4 Supporting Studies

The following supporting studies have been prepared as part of the application.

4.4.1 Noise

A Road/Rail Traffic and Stationary Noise Impact Study was prepared by JJ Acoustic Engineering Ltd.

The purpose of the report was to determine the potential environmental noise impact from road/rail traffic noise.

It was concluded that the potential impact is significant.

It was recommended that the proposed development would need the following:

- a requirement for central air-conditioning,
- noise warning clauses, and
- special building components.

5.0 PLANNING ANALYSIS

5.1 Policy and Regulatory Overview

5.1.1 Planning Act

Section 2 of the Planning Act requires that planning authorities, in carrying out their responsibilities, shall have regard to, among other matters, matters of provincial interest.

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

Planning Act	Section	Response
2 (h)	the orderly development of safe and healthy communities;	The proposed development represents a logical, compatible, and infrastructure-efficient form of residential intensification that reinforces a safe, healthy, and orderly urban structure.
2 (j)	the adequate provision of a full range of housing, including affordable housing;	The proposed development supports the Planning Act by contributing to the adequate provision of a full range of housing, including affordable housing. The introduction of a new semi-detached dwelling with ADUs expands the diversity of housing forms and tenures.
(p)	the appropriate location of growth and development;	The proposed development represents a logical, service-efficient, and contextually appropriate location for residential intensification within the City's built-up area, consistent with Section 2(p) of the Planning Act.
(r)	the promotion of built form that, (i) is well-designed, (ii) encourages a sense of place, and (iii) provides for public spaces that are of high quality, safe,	The proposed development represents a context-sensitive, human-scaled form of residential intensification that enhances built form quality, reinforces neighbourhood identity, and

Planning Act	Section	Response
	accessible, attractive and vibrant;	contributes to a safe, attractive, and vibrant public realm consistent with Section 2(r) of the Planning Act.

Therefore, the proposed development does have regard to matters of provincial interest.

5.1.2 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:	The proposed development will help provide a new housing option and density to meet the City's needs. Full municipal services are available.

PPS Policy	Policy	Response
	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.	
2.1.6	Planning authorities should support the achievement of complete communities by: a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs; b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society;	The proposed development is consistent with the policy to achieve a complete community, as the Site is located in an existing built up area and close to amenities. The proposed development will provide for more housing. The Site has access to transportation options, public service facilities, other institutional uses, and parks. Accessibility will be addressed at the time of the building permit.
2.2.1 - Housing	Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and	The proposed development is a new housing option for the area.

PPS Policy	Policy	Response
	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 well being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3; c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities,	The proposed development supports the City's housing targets. The needs of the residents can be accommodated as the Site is located near local amenities. The Site offers an opportunity for intensification and infilling. The Site is currently underutilized. The proposed density is appropriate for the Site. The parcel of land is small, and there are no opportunities to consolidate abutting lands. Residents will have access to nearby transit.

PPS Policy	Policy	Response
	and support the use of active transportation; and d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.	
2.3.1.1 – Settlement Area	Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.	The Site is located in an existing settlement area of the City of Windsor.
2.3.1.2	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.	The Site offers an opportunity for intensification. The total density of the proposed development is considered appropriate (for the size of the Site). The design and style of the proposed building will blend well with the scale and massing of the existing surrounding area. The area is in transition. The proposed development is an efficient use of the underutilized Site. Residents will have immediate access to local amenities. Transit is available in the area.

PPS Policy	Policy	Response
		The Site is located close to major roadways.
2.3.1.3	Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.	The proposed development provides an infill and intensification opportunity for an existing underutilized parcel of land. The design of the proposed development will provide a compact form.
2.3.1.4	Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.	The City has established targets. The proposed development will assist in meeting those targets as the Site is located in an existing built-up area and will add new residential housing.
2.3.1.6	Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.	The Site has access to existing infrastructure and nearby public service facilities.
Chapter 3.1.1 – Infrastructure and Facilities	Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs.	The proposed development has access to full municipal services. There are nearby public service facilities.
3.3.3 - Transportation	Planning authorities shall not permit development in planned corridors that could preclude or negatively affect	The proposed development will not have a negative impact on nearby transportation and infrastructure corridors.

PPS Policy	Policy	Response
	the use of the corridor for the purpose(s) for which it was identified.	
3.6.2	Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.	The proposed development will be serviced by municipal sewer, water and storm, which is the preferred form of servicing for settlement areas.
4.1.1 – 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;	The required reports will be provided as part of the building permit.
4.6.1 – Cultural Heritage and Archaeology	Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.	There are no heritage resources that impact the Site.
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 outside of the ERCA regulated area.

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

5.1.3 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 Site is part of the East Windsor Planning Area, as shown on Schedule A: Planning Districts & Policy Areas.

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

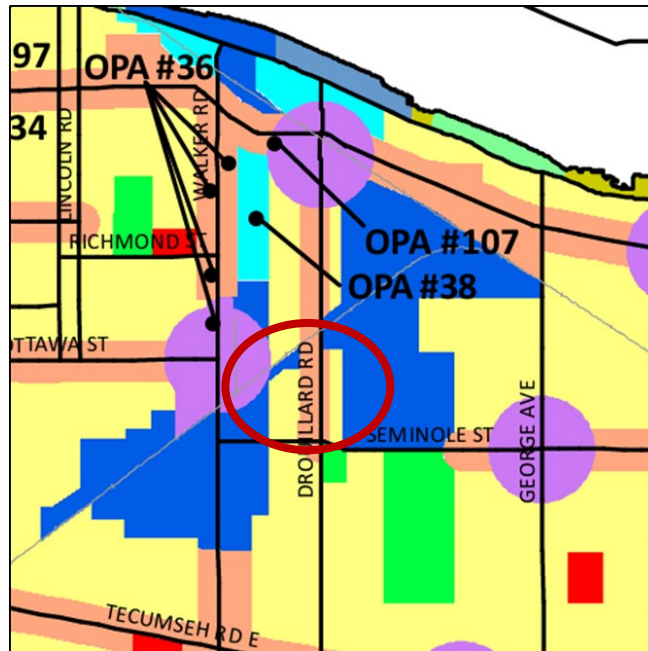


Figure 3 – OP

The Site is also subject to the following:

- Schedule F: Roads & Bikeways – located on a Class I – Collector road (Drouillard Road)
- Schedule F-1: Railways – located within 300m of a railway

A multiple dwelling with more than 8 dwelling units does not require an OPA. This scale of development (semi-detached dwelling with 2 units) will require an amendment.

ADUs are as-of-right.

It is proposed to further amend the existing Mixed Use Corridor designation to permit a semi-detached dwelling with 2 dwelling units.

The Applicant would also like the option of a multiple dwelling containing a maximum of four dwelling units.

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

OP Policy #	Policy	Response
3.1 - Vision	The planning of Windsor's future is guided by the following vision taken	The proposed development will support the City's economy by providing a new housing choice in an existing built-up area.

OP Policy #	Policy	Response
	from Dream Dare Do – The City of Windsor Community Strategic Plan: "Windsor is a quality city full of history and potential, with a diverse culture, a durable economy, and a healthy environment where citizens share a strong sense of belonging and a collective pride of place."	Overall, the Site is in an existing settlement area that is in transition.
3.2 – Growth Concept	Mixed use developments will be encouraged with strong pedestrian orientations and to support public transit. This concept will enable Windsor to continue its growth and foster a vibrant economy, while ensuring a safe, caring and diverse community and a sustainable, healthy environment.	The proposed development provides a use that supports pedestrian orientations and public transit due to its location in an existing built-up area.
3.2.3.1– Transportation System	Windsor will work toward achieving a sustainable transportation system where all modes of transportation can play a more balanced role. The creation of mixed use and employment centres will allow businesses and services to be closer to homes and allow greater opportunities for walking, cycling and transit.	The intent is to construct a semi-detached dwelling in an existing built-up area. This allows residents to easily access amenities, employment and public transit.
4.0 – Healthy Community	The implementing healthy community policies are interwoven throughout the remainder of the Plan, particularly within the Environment, Land Use, Infrastructure and Urban Design chapters, to ensure their consideration and application as a part of the planning process.	The proposed development will support the City's goal of promoting a healthy community in order to live, work, and play. The proposed development is close to nearby transit, employment, shopping, local amenities, and parks/trails.

OP Policy #	Policy	Response
6.0 - Preamble	A healthy and livable city is one in which people can enjoy a vibrant economy and a sustainable healthy environment in safe, caring and diverse neighbourhoods. In order to ensure that Windsor is such a city, Council will manage development through an approach which balances environmental, social and economic considerations.	The proposed development supports the policy set out in the OP as it is suited for addressing the residential needs of the City.
6.1 - Goals	In keeping with the Strategic Directions, Council's land use goals are to achieve: 6.1.1 Safe, caring and diverse neighbourhoods. 6.1.3 Housing suited to the needs of Windsor's residents. 6.1.10 Pedestrian oriented clusters of residential, commercial, employment and institutional uses.	The proposed development supports the goals set out in the OP, as it provides for the development of a parcel of land in an area of transition. The area is safe, caring and diverse with a mix of land uses nearby. The proposed residential use will provide a new housing choice in an existing built-up area. The area is walkable and close to transportation options.
6.2.1.2 – Types of Development Profile	For the purpose of this Plan, Development Profile refers to the height of a building or structure. Accordingly, the following Development Profiles apply to all land use designations on Schedule D: Land Use unless specifically provided elsewhere in this Plan: (a) Low Profile developments are buildings	The proposed development is considered a low profile mixed use development as it is proposed to have 2 storeys (with basement) constructed on the Site.

OP Policy #	Policy	Response
	or structures generally no greater than three (3) storeys in height; (b) Medium Profile developments are buildings or structures generally no greater than six (6) storeys in height; and (c) High Profile developments are buildings or structures generally no greater than fourteen (14) storeys in height.	
6.5.3.1 – Mixed Use Corridor	Uses permitted in the Mixed Use Corridor land use designation are primarily retail, wholesale store and service oriented uses and, to a lesser extent, office uses. Medium and High Profile residential uses either as standalone buildings or part of a commercial-residential mixed use buildings shall be throughout the Corridors.	It is proposed to further amend the existing Mixed Use Corridor designation to permit a semi-detached dwelling with 2 dwelling units. ADUs are as of right. Low Profile is proposed based on the size of the Site rather than a medium and high profile buildings. The development will be designed with a pedestrian orientation and foster a distinctive and attractive area identity. The design will address compatibility. It will take into consideration a transition between land uses using an appropriate amount of setbacks and buffering.
6.5.3.3 - Street Presence	Council will encourage Mixed-Use Corridor development to provide a continuous street frontage and presence. Accordingly, development	The area is in transition. The proposed building will face Drouillard Road, which creates a strong street presence.

OP Policy #	Policy	Response
	along a Mixed-Use Corridor shall be: a) no more than four storeys in height, except on lands at an intersection of any combination of the following roads: Class I Arterial Road, Class II Arterial Road, Class I Collector, or Class II Collector Road. The height of buildings shall generally not exceed the width of the road right-of-way abutting the development site; and b) Notwithstanding the identified maximum building height, the Council may consider additional height, where the Council is satisfied that the proposed height achieves compatible development, and where appropriate transitions to abutting lower scale development are established. Appropriate transitions may be achieved through the implementation of regulatory techniques including, but not limited to new height limitations, enhanced building setbacks and step backs, enhanced landscape buffers and planting requirements and/or the implementation of an angular plane. Permissions for taller buildings may be established through a site specific Zoning Bylaw Amendment. c) encouraged to locate the buildings at the street frontage lot line with parking accommodated at the rear of the Site.	A total of 4 parking spaces are proposed to be located on-site, with vehicle access from the rear yard via the existing alley. The proposed height will be 2 storeys (with a basement). ADU is being added to increase the density. The design will address compatibility. It will take into consideration a transition between land uses using an appropriate amount of setbacks and buffering.

OP Policy #	Policy	Response
6.5.3.4 – Infill & Consolidations	Council shall promote the infilling and consolidation of existing Mixed Use Corridors.	The proposed residential use building is a form of infill development. The City's Intensification Guidelines have been reviewed in Section 5.1.3 of this PRR. The final design of the building will be addressed as part of the building permit process.
6.5.3.6 – Location Criteria	Mixed Use Corridor development shall be located where: (a) there is access to Class I or Class II Arterial Roads or Class I Collector Roads; (b) full municipal physical services can be provided; and (c) commercial related traffic can be directed away from residential areas.	Pedestrian access will only be from the front and rear of the proposed building. Vehicle access will be from the rear of the Site. Full municipal services are available, which is the preferred type of servicing.
6.5.3.7 – Evaluation Criteria	At the time of submission, the proponent shall demonstrate to the satisfaction of the Municipality that a proposed commercial development is: (a) feasible having regard to the other provisions of this Plan, provincial legislation, policies and appropriate guidelines and support studies for uses: (i) within or adjacent to any area identified on Schedule C: Development Constraint Areas and described in the Environment chapter of this Plan; (ii) within a site of potential or known contamination; (iii) where traffic generation and distribution is a provincial or municipal concern; and (iv) adjacent to sensitive land uses	This PRR has addressed the provisions of the OP and provincial legislation. There are no development constraint areas. Support studies have been provided and summarized in Section 4.4 of this PRR. There are no secondary plans that impact the Site. The Applicant does have the option to apply for grants through the Ford City Community Improvement Plan (CIP) and Main Streets CIP. The proposed development will include pedestrian

OP Policy #	Policy	Response
	and/or heritage resources. (b) in keeping with the goals, objectives and policies of any secondary plan or guideline plan affecting the surrounding area; (c) capable of being provided with full municipal physical services and emergency services; (d) provided with adequate off-street parking; (e) compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and landscaped areas; and (f) acceptable in terms of the proposal's market impacts on other commercial areas (see Procedures chapter).	connections, landscaping, and amenity space. The proposed scale and massing do not cause any negative impact on the enjoyment of abutting properties (ie shadow). The proposed semi-detached dwelling will provide an appropriate transition between uses, including an appropriate amount of setbacks.
6.5.3.8 – Design Guidelines	The following guidelines shall be considered when evaluating the proposed design of a Mixed Use Corridor development: (a) the ability to achieve the associated policies as outlined in the Urban Design chapter of this Plan; (b) the provision of appropriate landscaping or other buffers to enhance: (i) all parking lots, and outdoor loading and service areas; and (ii) the separation between the use and adjacent sensitive uses, where appropriate; (c) as a general rule, the height of buildings are consistent with the height of buildings which characterize the Mixed Use Corridor. Where Council deems it desirable that higher profile development be permitted in an existing Mixed Corridor, the	The design and style of the proposed building will blend well with the scale and massing of the surrounding area. The majority of the lands surrounding the Site are transitioning. The proposed residential use will provide more housing. The Site will have pedestrian connections. The building will face Drouillard Road. Parking will be located at the rear of the Site. Pedestrian connections from the building to the parking

OP Policy #	Policy	Response
	development should be built at a human scale by utilizing one or both of the following measures: (i) treatment of the lower floors of building(s) to provide continuity; and/or (ii) setting back the upper floors of building(s) from the street to avoid overpowering effects at-grade; (d) where possible, parking is located in the rear of the property to encourage continuous building facades adjacent to the street; (e) measures are taken in site design which provide for ease of access for pedestrians between the public sidewalk and building main entrances in a manner which is distinguishable from access provided for vehicles; and (f) Council will adopt Design Guidelines that will assist in the design and review of development applications in a manner that will ensure implementation of these policies.	area will be marked as part of the final design. The Site offers an opportunity to elevate the area with new construction. The existing Site is underutilized. The proposed development will blend with the existing character of the surrounding mixed use area.
7.0 - Infrastructure	The provision of proper infrastructure provides a safe, healthy and efficient living environment. In order to accommodate transportation and physical service needs in Windsor, Council is committed to ensuring that infrastructure is provided in a sustainable, orderly and coordinated fashion.	The proposed development is close to nearby transit, off a major roadway, and has access to full municipal services.
7.2.8.8 – Rail Corridor	Council shall evaluate a proposed development adjacent to a Rail Corridor, in accordance with the following: (a) All proponents of a new	Railways are located within 300 m of the Site.

OP Policy #	Policy	Response
	development within 300 metres of a rail corridor, may be required to complete a noise study to support the proposal, and if the need for mitigation measures is determined by such study, shall identify and recommend appropriate mitigation measures, in accordance with the Procedures chapter of this Plan;	A Noise Study has been completed and summarized in Section 4.4.1 of this PRR. Mitigation measures have been recommended.
8.1 – Urban Design	A memorable, attractive and liveable city is one where people feel comfortable and are inspired by their surroundings. The physical systems and built form of the city are also designed to protect, maintain and improve the quality of life for present and future generations by integrating the principles of sustainability and place making. In order for Windsor to be such a city, Council is committed to urban design principles that enhance the enjoyment and image of Windsor and its people.	The final design of the proposed building will be addressed as part of the building permit process. The City's Intensification Guidelines have been reviewed and are summarized in Section 5.1.3 of this PRR. The final design of the building will incorporate a transition between land uses.
8.7.2.3 – Built Form, infill development	Council will ensure that proposed development within an established neighbourhood is designed to function as an integral and complementary part of that area's existing development pattern by having regard for: (a) massing; (b) building height; (c) architectural proportion; (d) volumes of defined space; (e) lot size; (f) position relative to the road;	The proposed development will be a natural integration of the established area. The Site is in an area of transition. The proposed semi-detached dwelling will provide an appropriate transition between uses. Massing – the proposed building will be limited to 2 storeys, which will blend well

OP Policy #	Policy	Response
	(g) building area to site area ratios; (h) the pattern, scale and character of existing development; (i) exterior building appearance; and (j) Council adopted Design Guidelines that will assist in the design and review of applications for development in accordance with the policies noted above	with the low profile, scale and massing of the existing surrounding area. Building height – there are no impacts on privacy or shadowing on abutting properties. Architectural proportion – the proposed visual effect of the relationship of the proposed development will blend well with the immediate area. Volume of defined space – the proposed design and layout of the development includes appropriate setbacks and lot coverage. The parking area will be constructed according to city standards. Lot size – the existing parcel is appropriate for the development. It allows for on-site parking, setbacks, sidewalks, amenity space, and landscaping. Building area – appropriate lot coverage is proposed. The proposed building will not negatively impact the private use and enjoyment of area residents. Pattern, scale, and character – the style of development will blend well with the scale and massing of the surrounding area.

OP Policy #	Policy	Response
		Exterior building appearance – the proposed building will be designed professionally and aesthetically pleasing, and reviewed as part of the building permit process. Intensification Guidelines – transition can be achieved through buffering that will include landscaping where transition is most sensitive and additional setbacks.

Therefore, the proposed development will conform to the purpose and intent of the City of Windsor OP, as set out in the requested OPA.

5.1.4 Windsor Intensification Guidelines

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

The objective of the guidelines is to provide direction for the design of future uses that respect the unique character of Windsor's neighbourhoods.

The Site is subject to the 'Mixed Use Corridors' policies.

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

Policy #	Policy	Response
3.1 – Mixed Use Centres, Notes and Corridors	Mixed Use Corridors are located along Arterial or Collector Roads and are expected to accommodate Low and Medium Profile built forms that include mixed use, retail, office, and residential development.	The Site is located in a 'Mixed Use Corridor' land use designation. The final design of the building is subject to the building permit process.
3.1 - Transition	Transition can be achieved through the regulations of the Zoning By-law through setbacks and height control. Through transition, the guidelines will consider: •	Transition between uses can be provided. Parking will be located at the rear of the building.

Policy #	Policy	Response
	Buffering that typically includes fencing and/ or landscape plantings that abut property lines where the transition is most sensitive. • Mitigating issues of overlook/privacy, shadow impacts, and concerns about the visual impact of new buildings that are not the same character as the adjacent neighbourhood. • Applying stepbacks, angular plane, or linking the height of buildings with the width of the road right-of-way.	The proposed height is appropriate for the Site and the surrounding area. It is not anticipated that the proposed development will have any negative impacts on the adjacent lands. The building will be designed to blend well and respect the surrounding area.
3.1 - Height	Minimum and maximum building heights vary across the Mixed Use Centres, Nodes and Corridors and are outlined under Section 3.4 of the guidelines and defined in the Zoning By-law. In addressing height, these guidelines seek to: • Protect and maintain established stable and mature residential areas. • Ensure buildings form an appropriately scaled and designed street wall that reinforces the desired character at the street level. • Ensure appropriate height taking into consideration existing and permitted heights; proportional relationships to streets; and, visual and physical impacts on pedestrians and adjacent areas.	The ZBL will regulate the height. Section 3.4 of the guideline can be followed, which includes built form guidelines. The abutting uses will be protected. The final design will be part of the building permit process. The proposed development is pedestrian friendly. Access to the building is provided from the front and rear.
3.1 - Scale and Massing	As in height, the scale and massing of buildings (the size of buildings) must be designed to: • Provide a	The final design will be part of the building permit process.

Policy #	Policy	Response
	respectful adjacency to other buildings and open spaces. • Consider how the building fits within its context. • Create a comfortable "human scale" experience along the streetscape and allow for physical and visual permeability.	
3.2.2 – Mixed Use Corridors	Mixed Use Corridors can accommodate a full range of residential, office, recreational, entertainment cultural, and community uses and facilities over time. Mixed Use Corridors are the connective spines of the City and intensification is envisioned to develop as mixed use and transit supportive.	The Site is located in a mixed use corridor land use designation. An OPA is proposed to permit a smaller development than was required in the Mixed Use Corridor designation.
	1. Locate Low and Medium Profile forms of development and mixed uses along the Mixed Use Corridors and at gateways to create areas of community focus.	The proposed development is considered a low profile residential building. The area is in transition and will improve the Drouillard Road corridor with new construction.
	2. Ensure buildings relate to adjacent streets, particularly at transit stops. Block patterns should be permeable, providing access and frontage among buildings along the Mixed Use Corridors.	The proposed building will be brought close to the roadway. This will create a strong street presence.
	3. Design parking lots with planting strips and landscaped traffic islands, medians, or bumpouts to break up the expanse of hard surface areas.	The parking area will be located at the rear of the proposed building. Hard surface areas will be provided.

Policy #	Policy	Response
	4. Design buildings to be compatible with, and sensitively integrated with the surrounding land uses and built forms. Ensure appropriate transition to adjacent uses and built forms.	The final design will be part of the building permit process. Transition has been taken into consideration (ie setbacks, fencing and landscaping).
3.3.3 - Landscaping	Landscaping design should reinforce the structure of the site with a focus on creating a safe, comfortable, and animated pedestrian environment. Landscaped Buffers are linear green open spaces that serve to provide an appealing and 'soft' transitional interface between new development areas in Mixed Use Centres and Nodes, along Mixed Use Corridors, and the backyards of existing low density established areas. Buffers serve to minimize any noise, light, and visual impacts associated with denser and more urban developments. 1. Develop a comprehensive strategy for planting, built features, fencing, walls, paving, lighting, signage, and site furnishings. 2. Base planting strategies on year-round interest, hardiness, drought, salt and disease tolerance, and bio-diversity.	Landscaping will be provided on the Site. Landscaping will be part of the final design and subject to the building permit process.

Policy #	Policy	Response
	3. Preserve, protect, and incorporate existing healthy and mature trees into the site's landscape design. 4. Minimize the use of hard, paved areas to reduce surface run-off and heat island effect. Consider permeable paving wherever possible. 5. Utilize high-quality, durable materials for all landscape features such as paving, fences, walls, planters, site furniture, and shade structures. 6. Design landscaped buffers to incorporating lush landscaping including the use of trees and plantings, such as evergreens, that retain their foliage in all seasons to provide a visual barrier as well as some sound attenuation. 7. Design landscaped buffers to be environmentally sustainable with respect to stormwater management, plant species, bio-diversity, and extent of maintenance requirements. 8. Consider green roofs for Medium and High Profile buildings. This will assist with reducing heat island effects and improving air quality and noise insulation.	

Policy #	Policy	Response
	9. Incorporate a combination of soft landscaping, planters, and trees along non-residential frontages to delineate and differentiate private open spaces, entrances, and individual units at grade. 10. Appropriate planting conditions such as soil depth, volume, and growing mediums must be provided for successful landscapes. 11. Design lighting to avoid light spill onto abutting properties and adjacent residential neighbourhoods.	
3.4 – Built Form	Low Profile Buildings Low Profile buildings are generally no greater than three (3) storeys. Low Profile buildings can be townhouses, apartment buildings, or mixed use buildings with retail and commercial at grade and residential above.	The proposed semi-detached dwelling is considered a low profile building. An OPA is being requested.
3.4.1 – General Guidelines	1. Concentrate the greatest heights and massing along the frontage of an Arterial or Collector Road. 3. To demonstrate mitigation of potential shadow or wind impacts on existing or proposed pedestrian routes, public spaces, and adjacent development technical studies may be required including a wind study and/or sun/shadow study.	The final design of the semi-detached dwelling will be subject to the building permit process. Height and massing is appropriate. There are no impacts on abutting lands, such as shadow or wind. The proposed development is compatible with the surrounding area.

Policy #	Policy	Response
	6. Ensure new development is compatible with adjacent and neighbouring development by siting and massing new buildings to avoid undue adverse impacts on adjacent properties particularly in regard to adequate privacy conditions for residential buildings and their outdoor amenity areas. 7. Locate and orient primary building entrances to public roads, and design to be visible and accessible to the public in order to support public transit and for reasons of public safety and convenience. 8. Design sites with multiple buildings to reflect a consistent architectural theme. Similar building elements could include colours, materials, signage, and the base and top of buildings. Design individual buildings to offer visual interest and variety in design through architectural features.	Pedestrian access to the building will be from the front and rear sides of the building. Vehicle access to the Site will be from the rear from the existing alley.

Therefore, the proposed development will conform to the purpose and intent of the City of Windsor Guidelines.

5.1.5 Zoning By-law

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

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

According to Map 7 attached to the ZBL, the Site is currently zoned Commercial District 4.1 (CD4.1) category (see Figures 4 – ZBL).

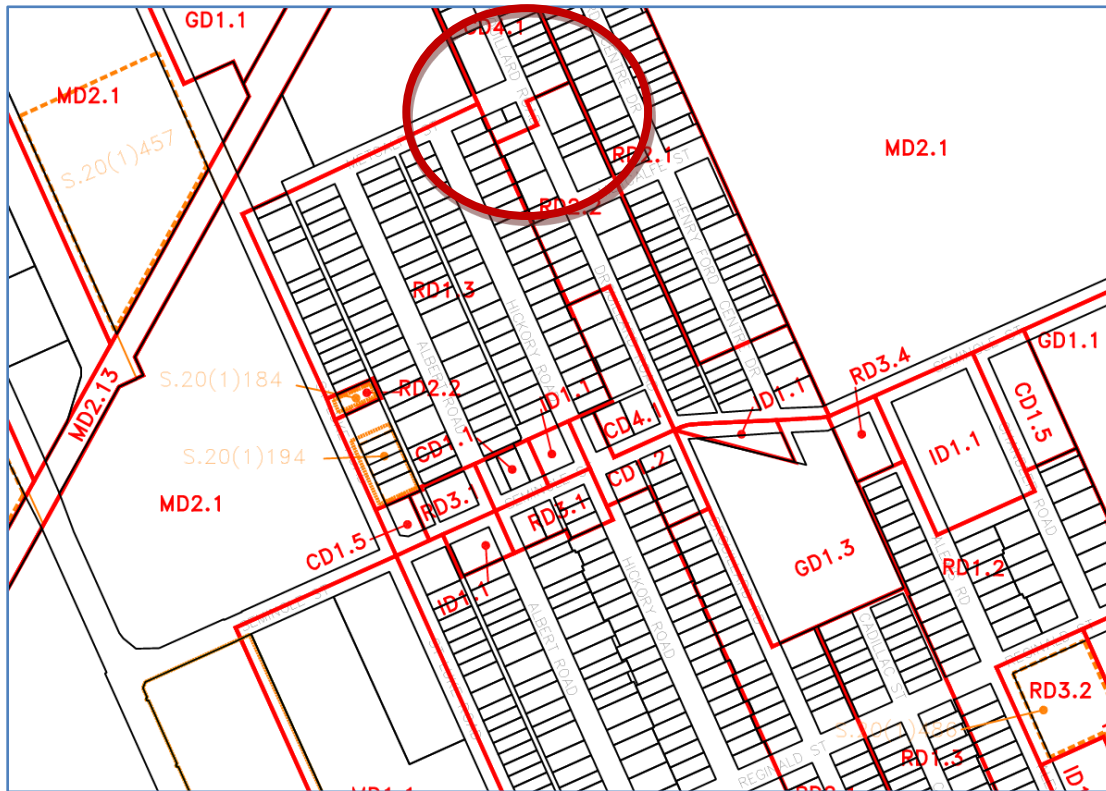


Figure 4 – ZBL

A ZBA is required to permit a semi-detached dwelling with 2 dwelling units.

ADUs are as-of-right.

The Applicant would also like the option of a multiple dwelling containing a maximum of four dwelling units.

SEMI DETACHED DWELLING means one dwelling divided vertically into two dwelling units by a common interior wall having a minimum area above grade of 10.0 sq. m., and may include, where permitted by Section 5.99.80, up to two additional dwelling units.

ADDITIONAL DWELLING UNIT is a separate residential dwelling unit consisting of a separate access, kitchen, washroom, and living space that is located within a single detached, semi-detached, duplex dwelling, or rowhouse dwelling (i.e. the primary dwelling unit) or a building accessory to the primary dwelling unit located on the same lot.

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.

It is proposed to change the zoning to 'Residential District 2.2 (RD2.2)'.

A review of the RD2.2 zone provisions, as set out in Section 11.2 of the ZBL, is as follows:

Zone Regulations RD2.2 Zone	Required	Proposed (Semi-Detached Dwelling)	Compliance and/or Relief Requested with Justification
Permitted Uses	One Double Duplex Dwelling One Duplex Dwelling One Multiple Dwelling containing a maximum of four dwelling units One Semi-Detached Dwelling One Single Unit Dwelling Townhome Dwelling Any use accessory to any of the preceding uses	Semi-detached Dwelling with 2 units 2 ADUs (1 in the basement of each semi-detached dwelling) The Applicant would also like the option of a multiple dwelling containing a maximum of four dwelling units.	Subject to ZBA. ADU is being added to increase the density. ADUs are as-of-right. A multiple dwelling containing a maximum of four dwelling units would look very similar to a semi-detached with ADUs.
Additional Dwelling Units (Section 5.99.80.1)	For any zoning district that permits a single unit dwelling, semi-detached dwelling , duplex dwelling, or townhome dwelling, the following additional provisions shall apply: .1 Additional Permitted Uses a) Two additional dwelling units shall be permitted	2 ADUs within each semi detached dwelling	Additional Dwelling Units (Section 5.99.80.1)

Zone Regulations RD2.2 Zone	Required	Proposed (Semi-Detached Dwelling)	Compliance and/or Relief Requested with Justification
	on a parcel of urban residential land. This may be either: i. Two additional dwelling units within the primary dwelling unit located in the main building, or ii. One additional dwelling unit in the primary dwelling unit located in the main building and one additional dwelling unit in a building accessory to said dwelling.		
Lot Width – minimum	15.0 m	18.3 m	Complies
Lot Area – minimum	450.0 m ²	557.4 m ²	Complies
Lot Coverage – maximum	45.0 %	Lot – 557.4 m ² Building - 190 m ² = 34.09 %	Complies
Main Building Height – maximum	9.0 m	8.4 m	Complies
Front Yard Depth – minimum	6.0 m	4.0 m	Relief requested. The difference is a decrease of 2.0 m. The intent of minimum front yard depth is to shape how buildings relate to the street.

Zone Regulations RD2.2 Zone	Required	Proposed (Semi-Detached Dwelling)	Compliance and/or Relief Requested with Justification
			Its core intent is to maintain a safe, predictable, and attractive public realm by controlling building placement, protecting sightlines, ensuring space for landscaping and utilities, and supporting character of the area. The requested 4.0 m front yard setback represents a minor, context-appropriate variation that aligns with the established streetscape, supports compact urban form, and maintains full compatibility with surrounding development. The reduction will allow for the parking to be located at the rear of the Site.
Rear Yard Depth – minimum	7.50 m	12.4 m	Complies
Side Yard Width – minimum	1.20 m	North side - 1.3 m South side – 1.3 m	Complies
Gross Floor Area – main building – maximum	400 m2	480 m2	Relief request. The difference is an increase of 80 m2. Relief is considered minor. An increased GFA is supported by the need to

Zone Regulations RD2.2 Zone	Required	Proposed (Semi-Detached Dwelling)	Compliance and/or Relief Requested with Justification
			expand high-density housing. The proposed building will be compatible with the surrounding area. The increase in GFA is functionally internal and does not alter the external character of the neighbourhood.
Dwelling – Semi-Detached & Townhomes - Additional Provisions (Section 5.23.1)	For a dwelling unit in a semi-detached dwelling or in a townhome dwelling, a door that opens to the rear yard shall be located a minimum of 1.20 m from the centreline of the common wall between the dwelling units.	N/A – no door that opens to the rear yard	Complies
Dwelling – Semi-Detached & Townhomes - Additional Provisions (Section 5.23.5)	When a lot on which a semi-detached dwelling or townhome dwelling has been erected and is subsequently severed by a common interior lot line that separates the dwelling units, for each dwelling unit the following additional provisions shall apply:	TBD	Shall Comply

Zone Regulations RD2.2 Zone	Required	Proposed (Semi-Detached Dwelling)	Compliance and/or Relief Requested with Justification
	1 Lot Width – minimum – equal to the width of the dwelling unit plus any exterior side yard as existing at the time of the lot severance 2 Lot Area – minimum – as existing at the time of the lot severance 3 Lot Coverage – Total – maximum – 50% of lot area 7 An interior side yard shall not be required along the common interior lot line for that part of the dwelling unit lawfully existing at the time of the lot severance.		
Parking Requirements - minimum 24.20.5.1	Semi-detached dwelling – 1 for each dwelling unit ADU - exempt Total (based on a 2 unit) 1 x 2 = 2 OR Multiple dwelling containing a maximum of four	4 (2 per lot) – semi-detached dwelling 4 (4 per lot) – multiple dwelling containing a maximum of four dwelling units	Complies – semi-detached dwelling Complies – multiple dwelling containing a maximum of four dwelling units A total of 4 parking spaces are proposed to be located on-site, with vehicle access from the rear yard via the existing alley.

Zone Regulations RD2.2 Zone	Required	Proposed (Semi-Detached Dwelling)	Compliance and/or Relief Requested with Justification
	dwelling units – 1.25 for each dwelling unit Total (based on 4 units) 1 x 4 = 4		

Therefore, the proposed development (semi-detached dwelling or multiple dwelling containing a maximum of four dwelling units) will comply with all zone provisions set out in the RD2.2, with the exception of the following requested relief:

- *decrease the minimum front yard depth from 6.0 m to 4.0 m, and*
- *increase the maximum gross floor area from 400 m² to 480 m².*

6.0 SUMMARY AND CONCLUSION

6.1 Context and Site Suitability Summary

6.1.1 Site Suitability

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

- The land area is sufficient to accommodate the proposed development,
- The Site is generally level, which is conducive to easy vehicular movements,
- The Site will be able to accommodate municipal water, storm and sewer systems,
- There are no anticipated traffic or parking concerns, and
- The location of the proposed density of the development is appropriate.

6.1.2 Compatibility of Design

The area is in transition as more redevelopment occurs from commercial to residential.

The proposed development will be limited to a low profile building, which is a compatible density for the Site and with the surrounding area.

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

The development will be designed with a pedestrian orientation and foster a distinctive and attractive area identity.

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

All zone provisions set out in the RD2.2 zone category can be complied with, except for GFA.

6.1.3 Good Planning

The proposal represents good planning as it addresses the need for the development of a parcel of land, which contributes to affordability and intensification requirements.

The Site is currently underutilized.

The parcel of land is small, and there are no opportunities to consolidate abutting lands.

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

6.1.4 Environment Impacts

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

6.1.5 Municipal Services Impacts

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

6.1.6 Social, Cultural, and Economic Conditions

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

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

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

The proposal does not cause any public health and safety concerns. The proposal represents a cost-effective development pattern that minimizes land consumption and servicing costs.

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

There are no cultural heritage resources that impact the Site.

6.2 Conclusion

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

The proposed development is an appropriate use of the Site and offers a mix of uses that offer residents and consumers a new option for housing and economic activity.

This PRR has shown that the proposed development is suitable development, consistent with the PPS, conforms with the intent and purpose of the OP, complies with the intent and purpose of the 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**

