

PLANNING & DESIGN BRIEF

Developer

Masotti Construction Inc.

Project Site

2916 McKay Avenue /
Windsor / ON

03.20.2026

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PREPARED BY

Siv-ik Planning and Design Inc.

PREPARED FOR

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VERSION 1.0

ISSUED

03.20.2026

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ABOUT THIS REPORT

This report has been prepared by Siv-ik Planning and Design Inc. for Masotti Construction Inc. as part of our **CREATE** process. The report provides an overview of the physical context, planning framework and technical requirements that are the genesis of the project design process. The graphics and supporting text are intended to highlight links between those factors the specific planning and design response proposed for the site. The report describes the relevant details of the proposed Zoning By-law Amendment for 2916 McKay Avenue and the unique planning process that is being undertaken by the project team.

www.siv-ik.ca

S1: INTRODUCTION

S1.1 Project Consulting Team



Siv-ik Planning and Design Inc. is an urban planning and design studio based in London and Hamilton, serving clients across Southern Ontario. We're a team of planners and designers who help those around us unpack the complexities of urban development and use graphic design as fuel for these conversations, communicating complex ideas visually.

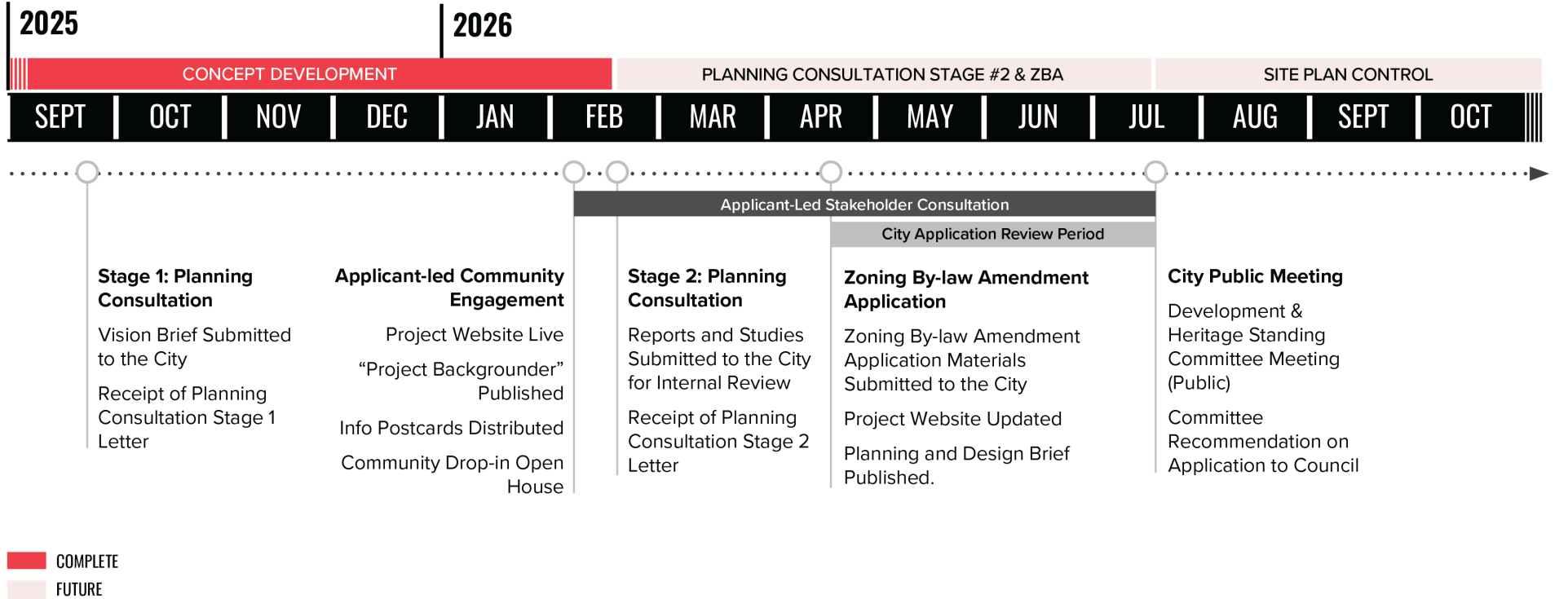
Haddad Morgan and Associates Ltd has been proudly providing civil and structural consulting engineering services for 26 years. Our office has efficiently and professionally undertaken thousands of projects. These projects are for a vast spectrum of clientele including but not limited to government and public agencies, institutional, commercial, residential, and industrial groups.

A unique consulting practice offering transportation planning and traffic engineering services to public and private sector clients. We help clients meet future transportation needs on projects of all sizes through innovative solutions, an objective approach, and a collaborative mindset.

S1.2 About the Project

Masotti Construction Inc. is the applicant and developer of the property known as 2916 McKay Avenue in Windsor, ON. With the support of Siv-ik Planning & Design Inc. and the project team, they are planning a redevelopment of the site for a new medium profile apartment building, with 16 dwelling units. The project team understands that change in neighbourhoods warrants conversation. This report provides an opportunity for those who are interested to learn about the genesis of the development proposal, understand the various factors that shape development on this site, and specifically understand how that web of factors has informed the development proposal for 2916 McKay Avenue. The report also provides an overview of our unique approach to navigating this project from concept to reality.

/ Project Timeline



S1.3 Project Site

The project site, municipality identified as 2916 McKay Avenue is located on the southeast corner of McKay Avenue and Eglington Street. The project site is located in the South Windsor Planning District, which encompasses the area generally bound by the E.C. Row Expressway to the north, Highway 401 to the west, Cabana Road W. and E. to the south and the CN Rail line to the east.

The site currently contains a single-detached dwelling with driveway access off of McKay Avenue. The project site also contains an easement at the rear of the project site for Enwin, Bell and Cogeco services. Due to the size and shape of the site as well as it's location adjacent to a Mixed Use Node area, the site is appropriate to accommodate a new residential infill development.

S1.4 Area Context

The Grand Marais Road W and Dominion Boulevard area is identified in the City of Windsor Official Plan as a Mixed Use Node Area. Mixed Use Nodes are intended to be main locations for compact and mixed use development including commercial, office, institutional and residential uses. This area is intended to serve as a focal point for the surrounding neighbourhood. Specifically, the Grand Marais Road W. corridor in this area is predominantly developed with commercial uses, including the Yorktown Square Shopping Centre, medical offices and personal service uses. Medium-density residential uses are also located within the vicinity of these commercial uses in the form of cluster townhouses and low to medium profile apartment buildings. Additional, institutional and civic uses in the form of an elementary school, places of worship and a library are located within the vicinity of this Mixed Use Node, along Grand Marais Road W. and Dominion Boulevard.

Land uses within 400m of the project site and surrounding the Mixed Use Node are predominantly low-profile residential in the form of single-detached dwellings. Lands immediately surrounding the project site consist of single-detached residential to the north, west and east. To the south of the project site is the Nikola Budimir Memorial Library.

From an accessibility perspective, Transit Windsor currently operates Route 115, at 10-30 minute intervals, with stops along Dominion Boulevard, and Route 305, at 30-60 minute intervals, with stops along Labelle Street. These routes are located within approximately 250m of the project site and provide connections to the Hotel Dieu Grace Healthcare Terminal, the Capri Pizzeria Recreation Complex, St. Clair College, Downtown Windsor and the Windsor International Transit Terminal. The City's Transit Master Plan proposes a modified route along Lasalle Street, operating at 30-60 minute intervals, connecting St. Clair College to the Devonshire Mall Transit Terminal. The timeline for implementation is currently unknown.

AT-A-GLANCE

Site Area	0.146ha
Frontage	42.6m (McKay Avenue) 34.4m (Eglington Street)
Depth	34.4m
Existing Use	Single-detached dwelling
Servicing	Full Municipal





-  Low-Profile Residential
-  Nikola Budimir Memorial Library
-  Low-Profile Residential
-  Low-Profile Residential



Figure 1. Neighbourhood Spatial Context (400m)

S2: PLANNING FRAMEWORK

S2.1 City Structure

Figure 2 provides visual context for the site’s positioning relative to Windsor’s city-structure including the City’s network of major streets. The project site contains frontage on McKay Avenue and Eglington Street which are identified as Local Roads by the City of Windsor Official Plan. The project site occupies a strategic position within the City of Windsor’s overall urban structure, immediately adjacent to a Mixed Use Node area. The Mixed Use Node area is characterized by a mix of commercial, office, institutional, open space and residential uses, intended to serve as a focal point for the surrounding neighbourhood.

The site is located within 100m of the intersection of Grand Marais Road W. and Dominion Boulevard, which are both classified as Class I Collector Roads. Dominion Boulevard, a significant north-south corridor, facilitates the movement of people and goods through suburban areas, with connections to the E.C. Row Expressway. Grand Marais Road W., on the other hand, is a vibrant commercial corridor that transitions to a residential corridor, west and east of the Mixed Use Node area. The location of project site in proximity to the Mixed Use Node area addresses criteria for higher density/ intensity infill development which aligns with Windsor’s goals of fostering complete and connected communities.

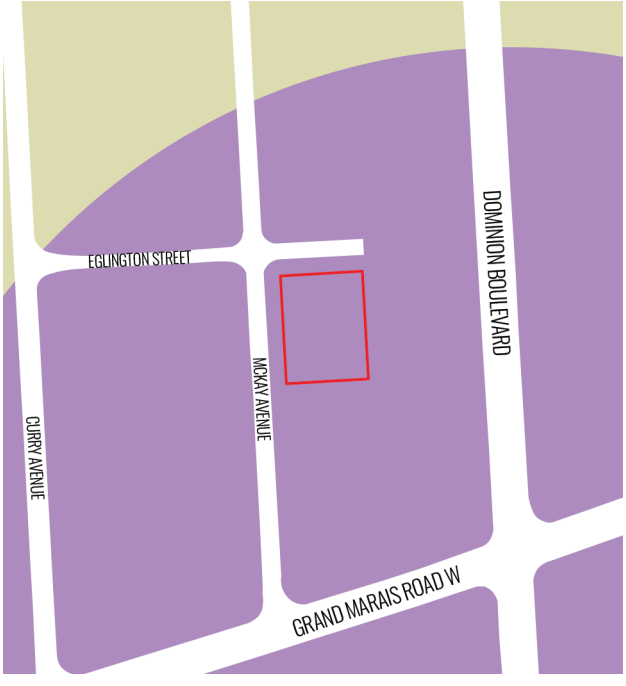


Figure 2. City Structure

S2.2 City of Windsor Official Plan

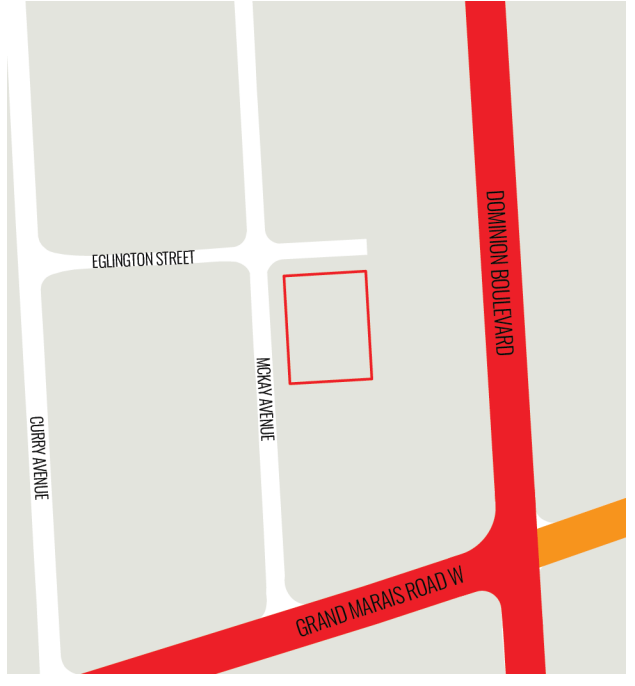
Schedule D - Land Use Plan of the City of Windsor Official Plan identifies land use designations throughout the City, which provides direction for the growth and development of different uses in the city. Mixed Use Nodes, in particular, identified on Schedule D, are identified as main locations for compact and mixed use development. These areas are generally located within the areas identified on Schedule D, but vary in size and scale throughout the City and are defined by each area’s unique locational characteristics and surrounding uses. Through discussions with City staff, the project site has been interpreted to be located within the “Residential” land use designation, adjacent to the Mixed Use Node area. Lands designated “Residential” provide main locations for a broad range of housing types. Residential redevelopment, infill and intensification in the form of low and medium-profile development are promoted in Residential areas. The Official Plan directs intensification to Mixed Use Nodes and to Residential areas in proximity to those Nodes. The project site is bound by a Local Street (McKay Avenue) to the west and a Local Street (Eglington Street) to the north, as illustrated on Schedule F-Roads and Bikeways of the City of Windsor Official Plan. From a built form and intensity perspective, the project site, in accordance with policy 6.3.2.4, would qualify for development of apartments up to 4-storeys.

Schedule D - Land Use



- Residential
- Mixed Use Node

Schedule F - Roads & Bikeways



- Class I Collector Road
- Class II Collector Road

/ Residential Designation Policies (6.3)

The lands designated as “Residential” on Schedule D provide the main locations for housing in Windsor. In order to develop safe, caring and diverse neighbourhoods, opportunities for a broad range of housing types and complementary services and amenities are provided for in residential neighbourhoods. In accordance with the overarching intent for residential lands, the City of Windsor Official Plan establishes key objectives for lands in the residential designation including: supporting a complementary range of housing forms and tenures in all neighbourhoods; promoting compact neighbourhoods which encourage a balanced transportation system; and, promoting selective residential redevelopment, infill and intensification initiatives.

Uses permitted in the Residential land use designation include Low and Medium Profile dwelling units. High Profile Residential Buildings are directed to locate in the City Centre, Mixed Use Centres and Mixed Use Corridors. The locational criteria and evaluation criteria identified in 6.3.2.4 and 6.3.2.5 are analyzed further in Section 6 of this report.

/ Infill Development (8.7.2.3) Policies

The Urban Design chapter of the City of Windsor Official Plan provides guidance for a memorable, attractive and liveable city. Section 8.7.2.3 of the Official Plan provides policy guidance for proposed infill development/residential intensification within established neighbourhoods. The built form policies of 8.7.2.3 intend that new infill development be designed to function as an integral and complementary part of that area’s existing development pattern by having regard for a multitude of existing neighbourhood character attributes. These attributes include massing, building height, architectural proportions, lot size, positioning along public rights-of-way etc. In this regard, the information outlined in Section 2 and 3 of this brief clearly articulate the character of the site and surrounding area. The design principles described and illustrated in Section 4 and the annotated graphics in Section 5 document how the proposed Zoning By-law and the conceptual site layout and building form(s) have been designed to respond to the unique context of the site, and have taken into account the Urban Design policies of the Official Plan along with other urban design best-practices for neighbourhood intensification projects.

/ Heritage Conservation (9.3.7)

From a heritage perspective, Section 9 of the City of Windsor Official Plan provides policy guidance to guide the conservation of Windsor’s heritage resources. The goal of these policies is to identify, recognize, protect, conserve, enhance and properly manage heritage resources for the benefit of the community. Policies of note for the proposed development at 2916 McKay Avenue include the Urban Design Criteria policies in 9.3.7. These criteria provide direction for the assessment of planning applications, including Zoning By-law Amendments, which may impact heritage resources. Further analysis of how the criteria was considered in the proposed development is provided in Section 6 of this report.

S2.3 Intensification Guidelines

Guided by the community vision articulated in the City of Windsor Official Plan, and building on the principles of ‘compatible’ development, the objective of the City of Windsor’s Intensification Guidelines is to provide direction for the design of future uses that respect the unique character of Windsor’s neighbourhoods. The guidelines are intended as a framework that outlines the notable characteristics of various design concepts and principles. The intent is to guide new development to become distinctive, while relating to the use, scale, architecture, streetscapes, and neighbourhoods of Windsor. The Urban Design Guidelines are meant to provide predictability for applicants, the City, and stakeholders, by providing consistent direction about the criteria for the design of proposed development in Intensification Areas. The project site is within an established neighbourhood area but is not within a Mature Neighbourhood, identified through OPA159 (and A-1 of the Official Plan). Due to the project site’s proximity to a Mixed Use Node area, special policy direction in the City of Windsor Official Plan, allows for development of medium profile buildings. Some of the key guidelines for the development of the project site at 2916 McKay Avenue are included below:

/ General Guidelines for All Development (2.1 & 2.2)

- Compatibility is identified as not replicating the existing form or architectural styles, but rather how the development responds to neighbourhood patterns and characteristics;
- Ensure buildings are compatible and sensitively integrated with residential buildings in the immediate vicinity in terms of building mass, height, setbacks, orientation, privacy, landscaping, shadow casting, accessibility, and visual impact;
- Locate and design buildings to respect and complement the scale, character, form, and siting of on-site and surrounding cultural heritage resources;
- Locate and space driveways to reinforce the rhythm along a street and to allow for street trees to be planted in the boulevard;
- Maintain the green landscape character of the neighbourhood; and
- Ensure high-quality building materials which reflect and complement the existing materials in the area.

/ Guidelines for Medium Profile Buildings (3.4.1 & 3.4.4)

- Ensure the scale of buildings is compatible and sensitively integrated with surrounding residential uses in terms of massing, height, setbacks, orientation, privacy, landscaping etc;
- Require a minimum 7.5m rear yard setback from low profile properties;
- Break up massing horizontally and vertically through the incorporation of materials, balcony and floor plate design, architectural features and amenity locations;
- Provide high-quality landscape treatments;
- Consider using angular planes as a tool to determine massing and height transition;
- Ensure siting and massing of new buildings avoids undue adverse impacts on adjacent properties; and
- Locate and orient primary building entrances to public roads with a design that is visible and accessible to the public.

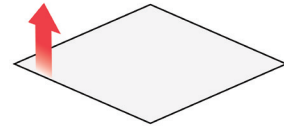
S2.4 Zoning By-law 8600 Implications

/ Residential District 1 (RD1.4) Zone

The project site is currently zoned Residential District 1 (Low Density Housing) RD1.4 Zone in the City of Windsor Zoning By-law 8600. The existing RD1.4 Zone was originally applied to this site in 1986 through the passing of the City of Windsor's Comprehensive Zoning By-law 8600. The RD1 Zone is the least intense residential category zone and provides for and regulates single detached dwellings and duplexes. There are seven variations within the RD1 Zone family. The variations are differentiated on the basis of site requirements in order to provide for a range of lot sizes and dwelling styles. The following graphics highlight key regulations guiding development in the RD1.4 Zone variation which applies to the majority of the site. Our understanding of the existing zone permissions provides a frame of reference to measure and understand the degree of change being pursued through the proposed Zoning By-law Amendment and understand any potential impacts of the proposed change/intensification project.

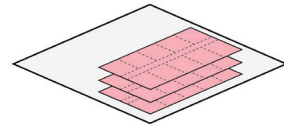
HEIGHT

9.0m
Maximum Height
3
Storeys



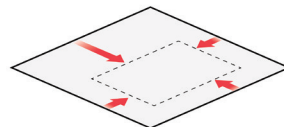
DENSITY

Duplex
Highest Use
360.0m² - 540.0m²
Lot Area (min.)



SETBACKS

6.0m
Minimum Front
7.5m
Minimum Rear
1.2m
Minimum Side Yard



OTHER

45%
Coverage (Max.)

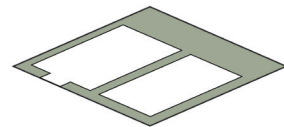


Figure 3. Key Existing Zoning By-law Regulations

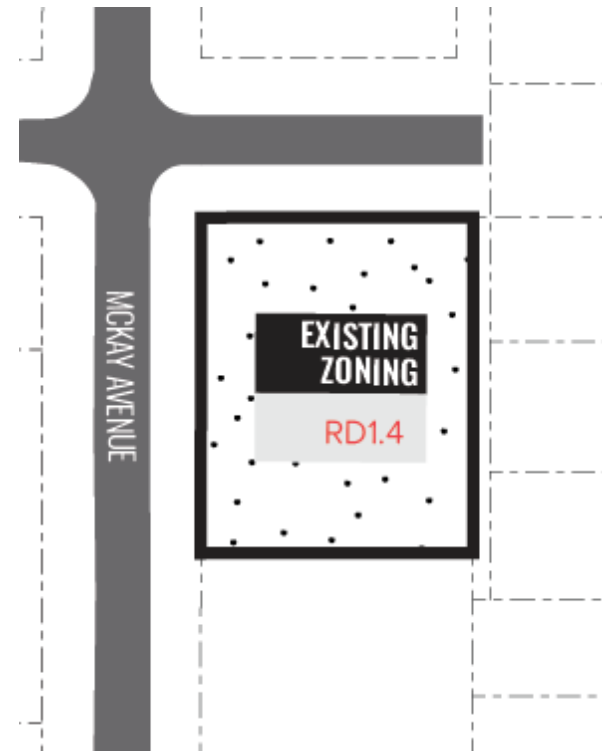


Figure 4. Existing Zoning Map

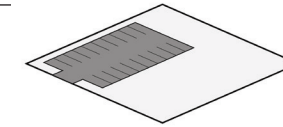
/ Parking, Loading and Stacking Regulations

The Parking, Loading and Stacking Provisions (Section 24) of the City of Windsor Zoning By-law 8600 contain development standards that apply on all lots, in all zoning districts in Windsor. These provisions outline requirements (design and quantity) for on-site vehicle parking, including visitor and accessible parking spaces and identify requirements for bicycle parking spaces.

The standard parking requirements for the use contemplated in the proposed development concept are highlighted below for reference.

PARKING REGS.

**Multiple Dwelling
(5+ units)**
1.25 per unit

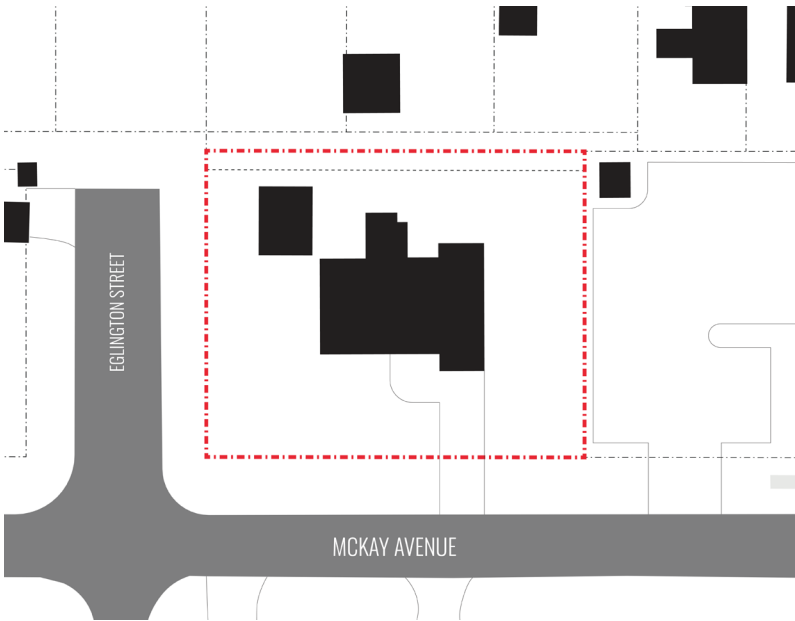


Visitor Parking
15% of Parking Spaces

Bicycle Parking
2 Spaces

Figure 5. Key Parking Provisions

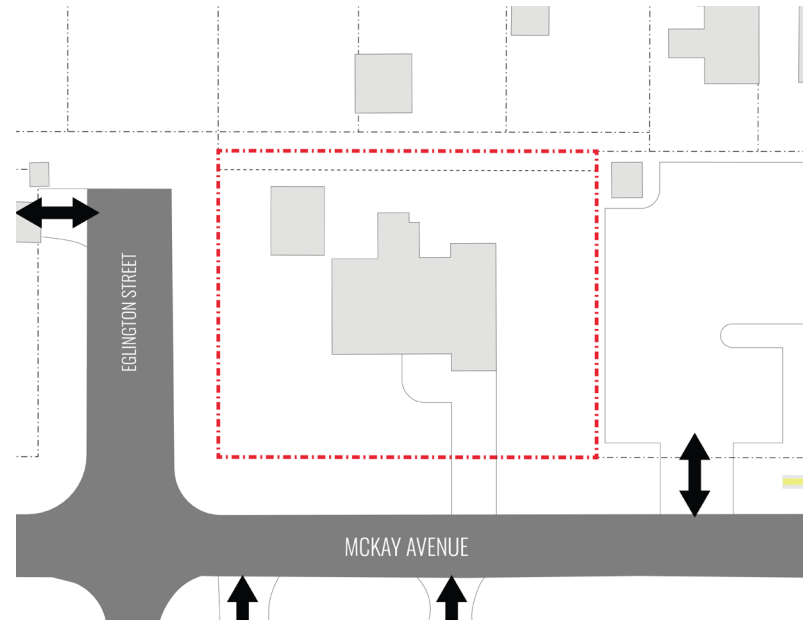
S3: SITE ANALYSIS



--- Site Boundary

1 Figure Ground

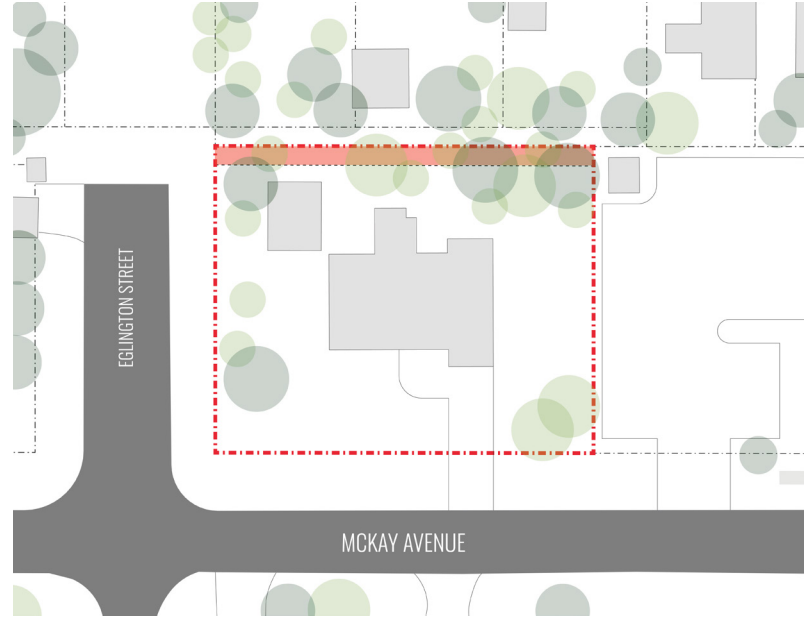
The existing size, shape, and location of built form in the immediate area, surrounding the project site, represents the framework upon which new infill development must integrate with and respond to. The figure-ground diagram illustrates the relationship between the existing built and unbuilt space on and in proximity to the site. Land coverage of buildings is visualized as solid mass, while unbuilt lands and public spaces are represented as voids.



↔ Neighbouring Driveways — Sidewalk

2 Mobility

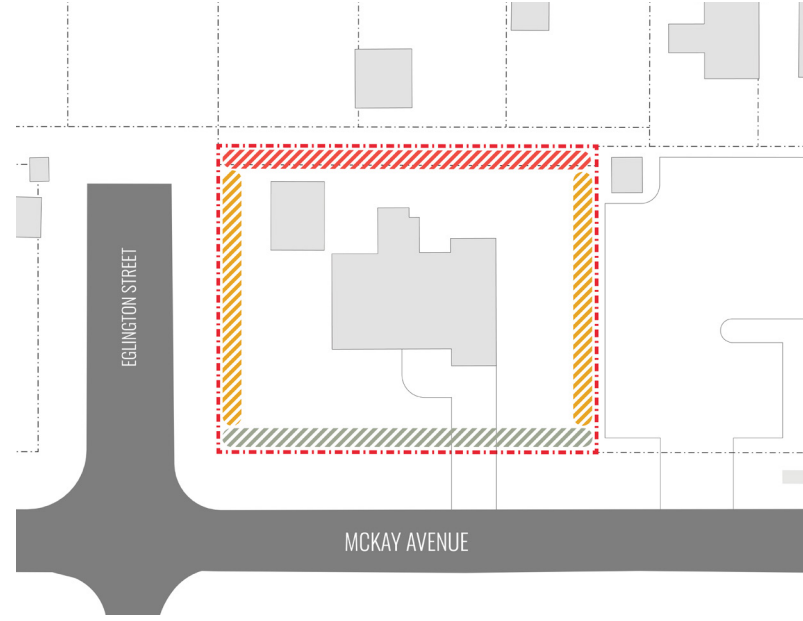
The surrounding mobility framework (e.g., roads, intersections, access driveways, sidewalks, bike lanes, transit routes and stops, etc.) has been taken into consideration while planning for the re-development of the site to ensure that the ultimate development is complementing or enhancing the planned function of the mobility network and minimizing operational impacts to the extent possible.



● Approximate Location of Trees ■ Easement

3 Site Conditions

A range of potential physical and natural conditions (e.g., trees, vegetation, natural features, topography, major infrastructure, road widening dedications, etc.) can influence the ultimate design and complexity of any redevelopment project. The graphic above highlights the key physical characteristics of the site. The new development will respond to and account for these conditions from a planning and design perspective.

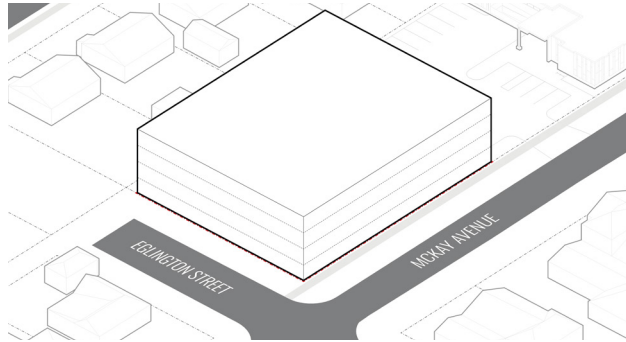


▨ Active Frontage ▨ Moderate Interface ▨ Sensitive Interface

4 Edge Condition

The placement, orientation and design of new development has been designed to respond to the existing/planned conditions directly adjacent to the site in order to minimize privacy impacts and protect access to sunlight/sky views for adjacent properties, particularly on adjacent rear yard amenity areas. The graphic above characterizes the various edge conditions/adjacencies that have been taken into consideration.

S4: DESIGN PRINCIPLES

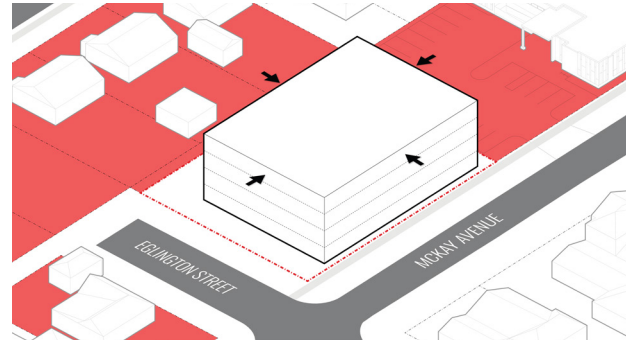


1 Residential Intensification

Areas designated “Residential” are intended for a broad range of housing types and to accommodate intensification of low and medium-profile development. Given the site’s location adjacent to a Mixed Use Node, medium profile development, up to 4-storeys, is permitted. The proposed zoning framework will allow for heights up to 4-storeys, in line with the permissions of the City of Windsor Official Plan.

Official Plan References

Permitted Uses Policies - Section 6.3.2.1
Locational Criteria Policies - Section 6.3.2.4

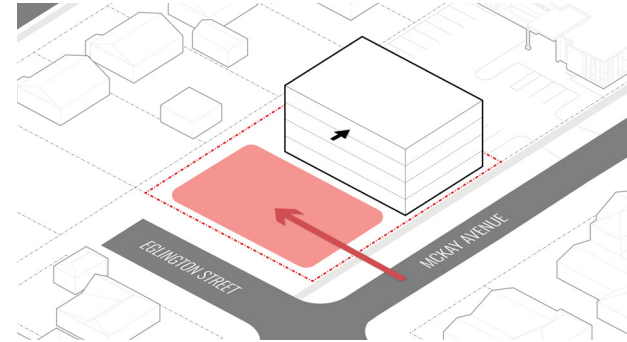


2 Respond to the Context

The new building has been designed to be sensitive to the neighbouring low profile uses and buildings. The proposed building is set back from the Eglington Street right-of-way to allow for a substantial setback from the single-detached dwellings to the north. Additionally, the siting of the proposed building recognizes the existing library parking lot adjacent to the project site, which assists with providing ample separation from the heritage designated building. The building setbacks along the south property line will account for sufficient areas for enhanced landscaping.

Official Plan References

Locational Criteria Policies - Section 6.3.2.4
Evaluation Criteria Policies - Section 6.3.2.5(c)
Infill Development Policies - Section 8.7.2.3
Intensification Guidelines - Section 3.4.1

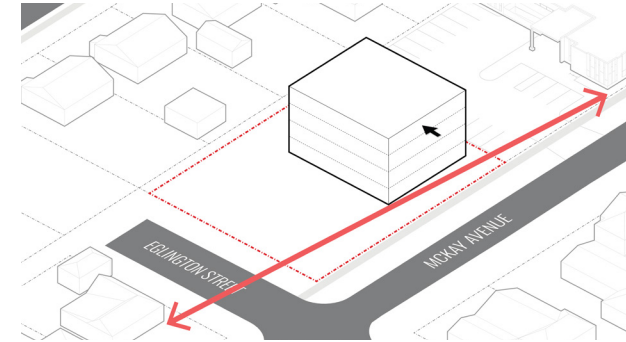


3 Carve for Site Access

The new development will require a new 6.0 metre vehicular access/driveway from an adjacent public street. The access is located on McKay Avenue (which is a Local Road). The site access has been positioned to reinforce the rhythm of access driveways along McKay Avenue rather than locating the access off of Eglington Street. The proposed access has suitable separation distance from the existing parking lot access to the south, which avoids conflicts with vehicle turning movements.

Official Plan References

Road Network Policies - Section 7.2.6.9
Intensification Guidelines - Section 2.2.3



4 Create a Transition in the Street Wall

The new development is setback from the McKay Avenue right-of-way to provide a transition from the setback of the Nikola Budimir Memorial Library to the street wall created by the existing single-detached dwellings located north of Eglington Street. The proposed building will be setback an average distance between the setbacks of the two nearest properties.

Official Plan References

Intensification Guidelines - Section 2.2.1
Urban Design Criteria Policies - Section 9.3.7.1(e)

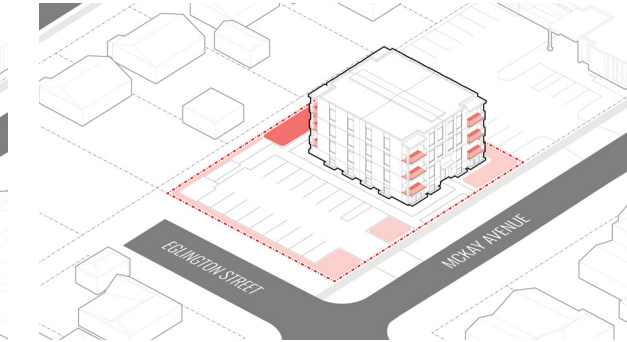


5 Define and Animate the Streetscape

The new building will be oriented such that the primary building frontage faces towards McKay Avenue. The building includes active elements such as entrances, balconies and walkways that connect directly to a future City sidewalk.

Official Plan References

Street Oriented Entrances Policies - Section 8.7.2.8



6 Account for Amenity and Landscaping

Given the size of the site and the number of people who will eventually inhabit it, the new development provides a sizable outdoor common amenity area. In this case, the amenity area has been located at the southeastern corner of the site. Additionally, enhanced landscaping is accounted for along the public frontages of McKay Avenue and Eglington Street to screen the proposed surface parking. Additional enhanced landscaping is also provided along the eastern and southern property lines to screen the development from adjacent properties.

Official Plan References

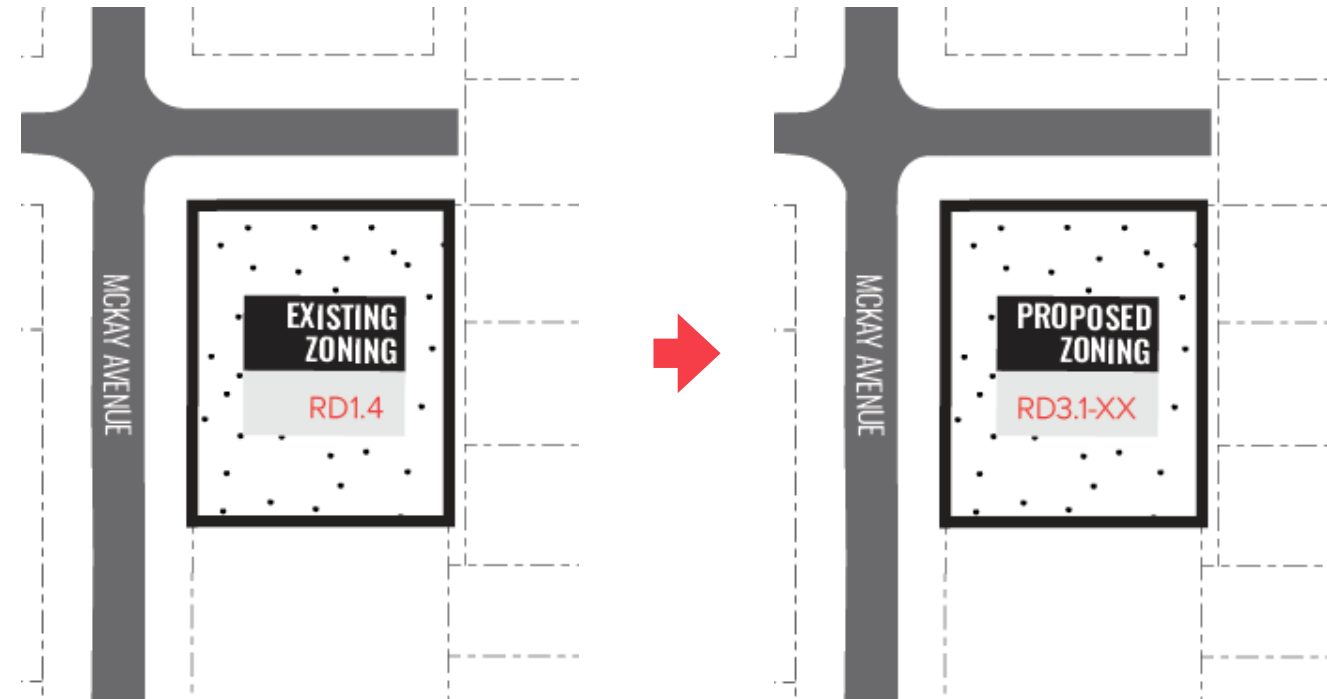
Art and Landscaping Policies - Section 8.7.1.4
Intensification Guidelines - Section 3.4.1

Note: The above noted urban design principles have been informed by the applicable policy, regulatory and contextual considerations for the site, many of which are highlighted in the preceding sections of this brief. These principles are central to our planning/design narrative for the site and the overall project goal of being sensitive to, compatible with the existing and planned urban fabric of the surrounding area. The images do not represent buildings. They show a potential “outer-envelope” within which a building or multiple buildings could be built.

S5: THE PROPOSAL

S5.1 Proposed Zoning By-law Amendment

To support the development vision for 2916 McKay Avenue and to implement the applicable Official Plan policies, we propose to rezone the site from the current Residential District 1 (RD1.4) Zone to a Residential District 3 (RD3.1-XX) Special Provision Zone. The proposed Zoning By-law will provide a framework for low to medium profile residential development up to 14.0m in height. The proposed by-law permits residential intensification in an appropriate range of low-profile and medium-profile building forms within a Residential area, adjacent to a Mixed Use Node. The proposed zone includes special regulations to account for the unique context of the project site and to implement applicable form-based policy directions of the City of Windsor Official Plan and the Intensification Guidelines (2022). The proposed zone and special regulations are structured to facilitate an appropriate range of desirable site outcomes but are not directly tied to a specific development design. In this regard, the proposed Zoning By-law Amendment will “lock-in” key development and built form standards, but will also allow for a degree of flexibility to address the use, site and building design details through the future Site Plan Control application process.



/ Proposed By-law

Regulation	RD3.1	RD3.1-XX	Special Explanations
Permitted Uses	See detailed list in Section 12.1.1	-	
Lot Frontage (min.)	Townhome Dwelling (as per 5.23.5): Equal to the width of the dwelling unit + any exterior side yard Multiple Dwelling: 18.0m	-	
Lot Area (min.)	Townhome Dwelling (as per 11.2.5): 200m ² Multiple Dwelling: 540m ² for the first 5 dwelling units and 67.0m ² per unit for each additional dwelling unit.	-	
Lot Coverage (max.)	Townhome Dwelling (as per 5.23.5): 50% Multiple Dwelling: 35%	-	
Main Building Height (max.)	Townhome Dwelling (as per 11.2.5): 9.0m Multiple Dwelling: 14.0m		
Front Yard Depth (min.)	6.0m	Multiple Dwelling: 5.0m	1
Rear Yard Depth (min.)	7.5m	-	
Side Yard Depth (min.)	Townhome Dwelling (as per 11.2.5): 1.2m Multiple Dwelling: a) Where a habitable room window of any dwelling unit faces a side yard: 6.0m b) Any other side yard: 3.0m	Multiple Dwelling: 3.0m	2
Landscaped Open Space (min.)	35%	-	
Parking	Townhome Dwelling (with garage): 1 per unit Multiple Dwelling: 1.25 per unit Visitor Parking (Multiple Dwellings): 15%	Multiple Dwelling: 1.06 per unit	3
Additional Regulations		Notwithstanding any provisions of the by-law to the contrary, McKay Avenue shall be regarded as the front lot line.	4
		-: No Change	

Table 1: Special Regulations Overview

/ Special Regulation Explanations

1 Front Yard Depth

The proposed special provision allows for the new building to be sited 1.0m closer to the public right-of-way. The slightly reduced setback will facilitate a logical transition from the Nikola Budimir Memorial Library building setback along McKay Avenue, to the street wall created by the existing single-detached dwellings located north of Eglington Street. This will aid in creating a “good fit” within the context of this segment of McKay Avenue.

Official Plan References

Intensification Guidelines - Section 2.2.1
Urban Design Criteria Policies - Section 9.3.71(e)

2 Side Yard Depth (Multiple Dwellings)

In accordance with the vision for development of Residential areas adjacent to Mixed Use Nodes, the multiple dwelling building form has been sited towards the southern portion of the project site, to enable maximum separation from the neighbouring low profile uses and buildings to the north. The proposed special provision meets the typical setback requirement of 3.0m, but in this case will allow for windows into habitable rooms. No impacts with respect to overlook or privacy are anticipated due to the location of the parking lot immediately adjacent to the property.

Official Plan References

Evaluation Criteria Policies - Section 6.3.2.5(c)
Infill Development Policies - Section 8.7.2.3
Intensification Guidelines - Section 3.4.1

3 Parking

The proposed Zoning By-law includes a reduced parking rate requirement to support the delivery of medium profile development. The residential parking rate is tailored to consider the target market segments for future development, the proximity to the Mixed Use Node area consisting of commercial, personal service, institutional and civic uses and the proximity of Transit Windsor bus routes, within approximately 250m of the project site. The proposed special provision enables a compact form of residential development while servicing the functional needs of the development.

Official Plan References

Locational Criteria Policies - 6.3.2.4

4 Lot Orientation Interpretation

As per the City of Windsor Zoning By-law 8600, the shorter exterior lot line is deemed to be the front lot line. Given the specific shape and orientation of this lot assembly and the orientation of the adjacent lot fabric, the shared lot line with McKay Avenue will function as the “front” and it is desirable that other applicable zoning regulations be measured in this manner to provide the most appropriate design outcome.

Official Plan References

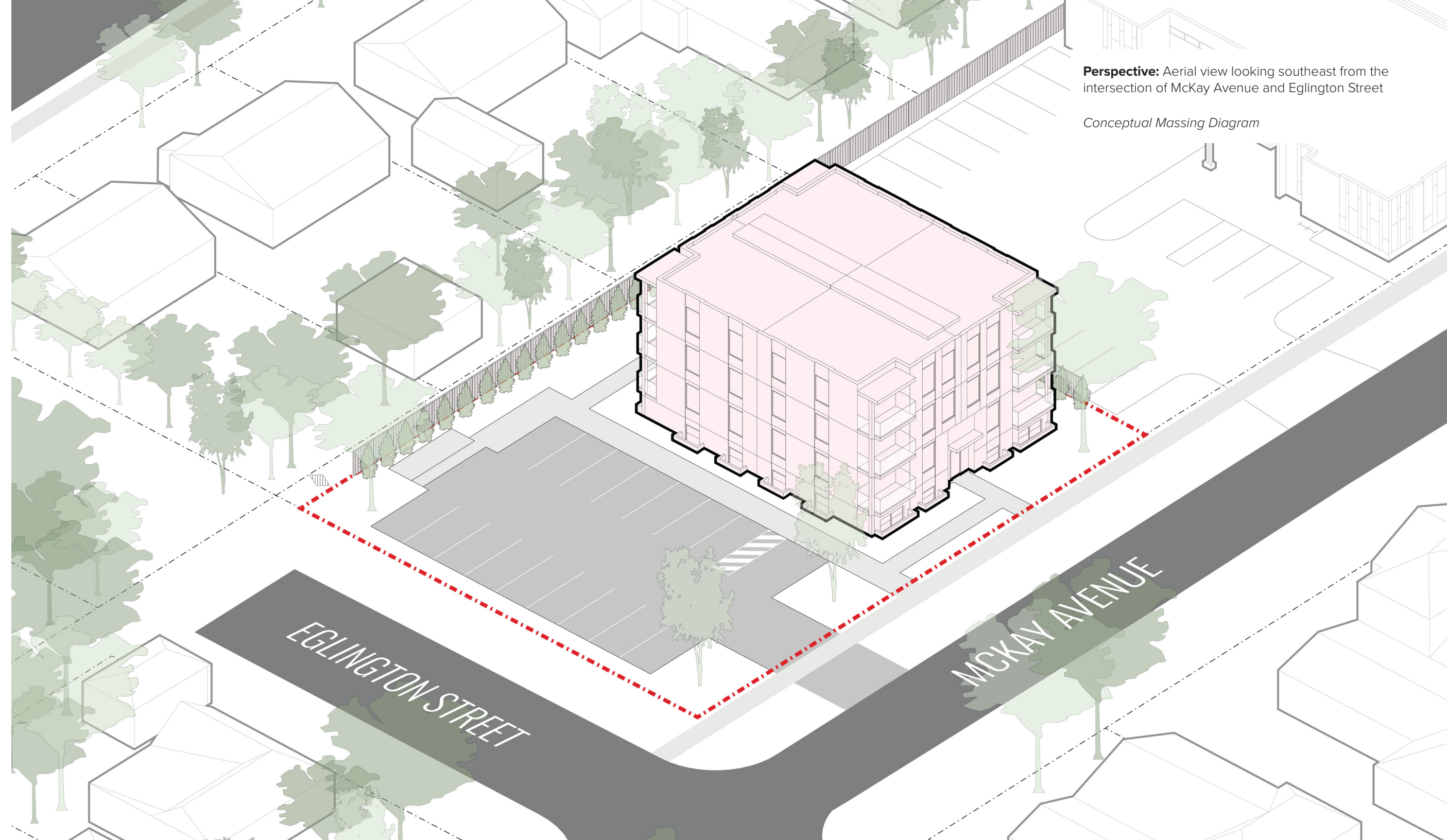
Locational Criteria Policies - 6.3.2.4
Intensification Guidelines - Section 2.2.3

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S5.2 Proposed Development Concept

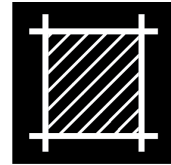
/ 3.5-Storey Multiple Dwelling

The following illustrations and graphics provide an overview of the development concept for 2916 McKay Avenue. The development concept is representative of the developer's future intention for the project site and represents a desirable implementation of the proposed Zoning By-law Amendment outlined in Section 5 of this brief. The concept plan envisions a 3.5-storey apartment building with 16 residential units. The development concept includes 17 surface parking spaces. Vehicular circulation is provided via a new two-way driveway from McKay Avenue. Direct pedestrian connections from the building towards the public right-of-way have been provided to integrate the development with the existing public realm. Each unit is envisioned to have a private balcony and at-grade amenity space is located at the south eastern corner of the site property line, providing for extra separation from the proposed building from the neighbouring properties to the east. A series of simplified supporting illustrations have been prepared by Siv-ik Planning and Design Inc. to highlight key elements of the conceptual site and building design in a manner that enables a more seamless evaluation by stakeholders and decision makers. A dimensioned conceptual site plan has been prepared and is available for public download at www.siv-ik.ca/2916m. The detailed conceptual site plan should be referred to where detailed dimensions and specifications are required for review or evaluation.



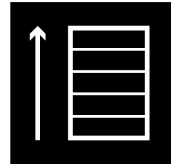
/ Concept At-A-Glance

SITE AREA



0.146
HECTARES

BUILDING HEIGHT



3.5
STOREYS

12.0
METRES

DWELLING UNITS



16
DWELLING UNITS

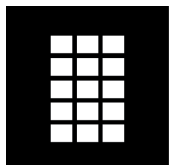
PARKING



1.06/unit
OVERALL RATE

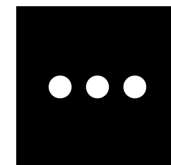
16
PARKING SPACES 1
VISITOR STALL

DENSITY

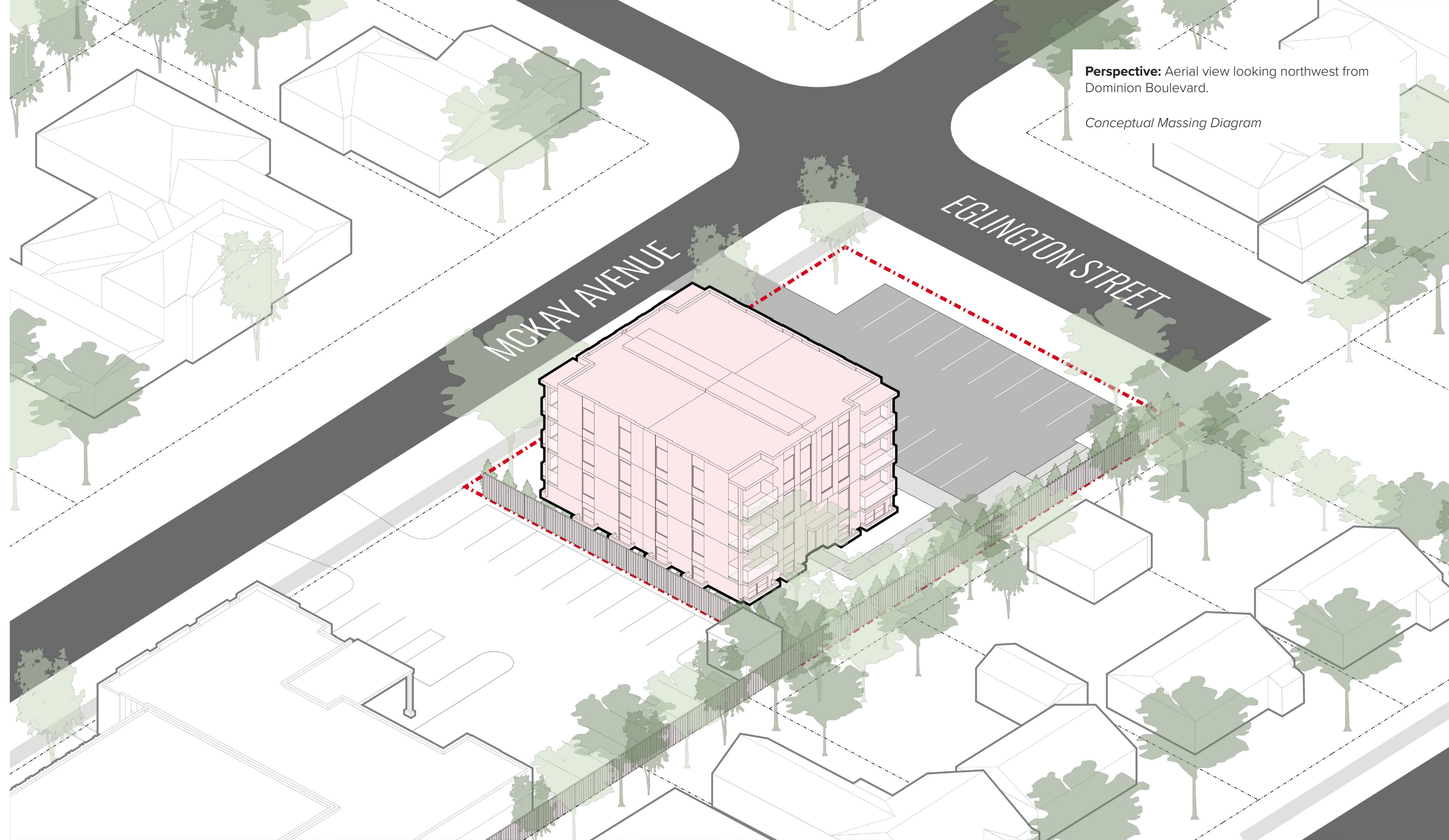


110
UNITS PER HECTARE

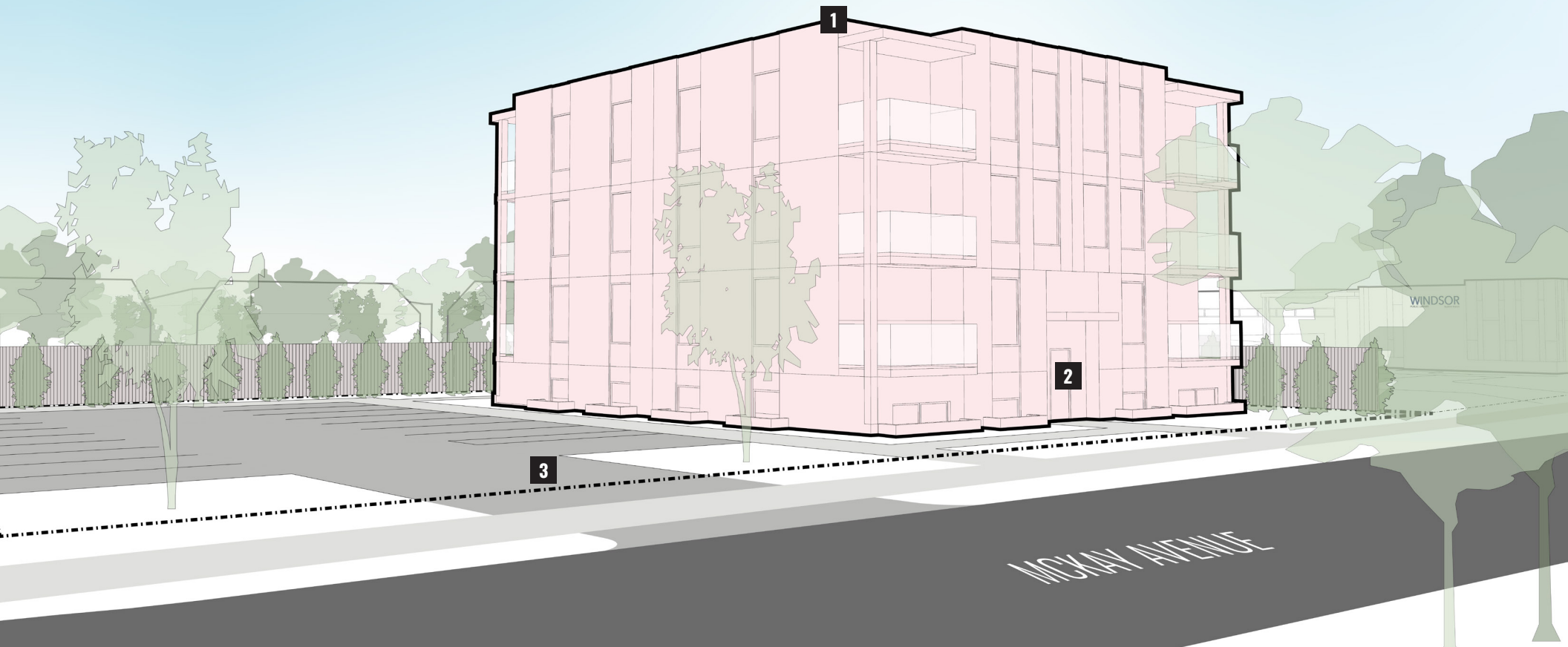
OTHER



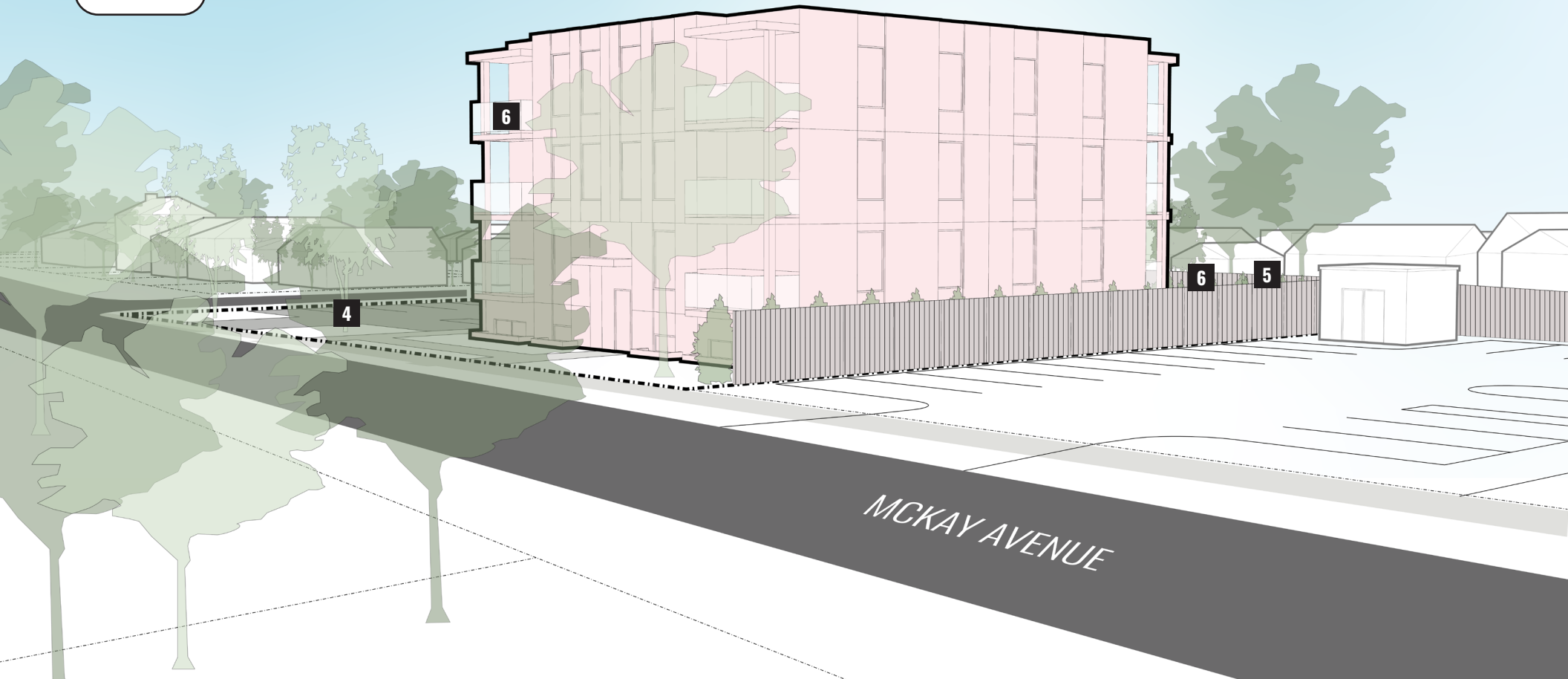
45% **24%**
LANDSCAPED OPEN SPACE LOT COVERAGE



SE PERSPECTIVE



NE PERSPECTIVE

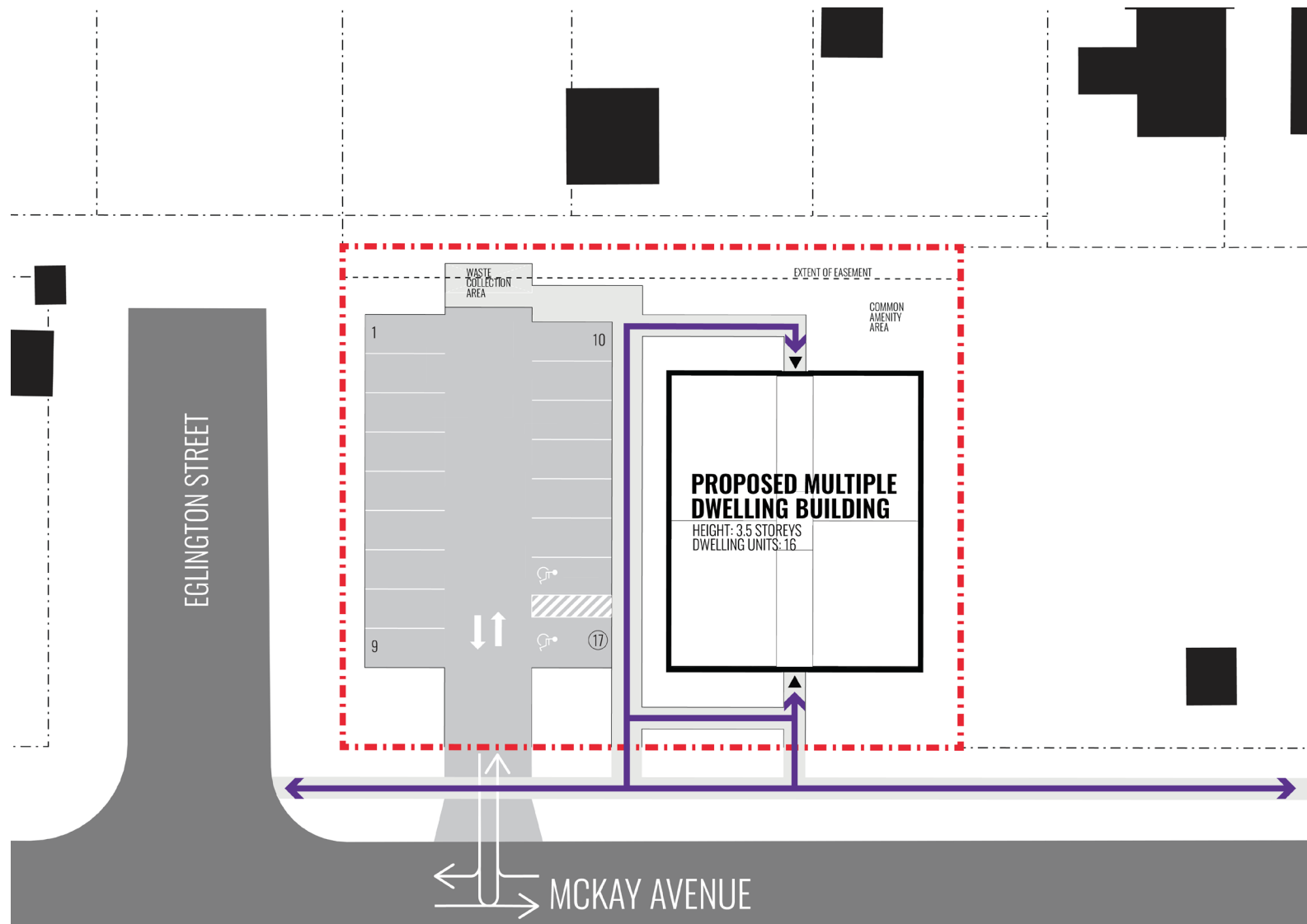


- 1** The massing and siting of the building considers the surrounding low profile residential development. The building has been positioned at the southwestern corner of the project site in order to maximize the distance between the existing residential to the north and east.
- 2** Principal building entrances have been conceived at the front and rear of the proposed building, with pedestrian connections out to the public right-of-way, creating an animated interface with the McKay Avenue.

- 3** The proposed surface parking and vehicular access location has been positioned north of the proposed building, with an access off of McKay Avenue. The location of the surface parking aids in providing building separation from the low profile properties to the north. The driveway access off of McKay Avenue reinforces the rhythm of driveways along the street. Additionally, the proposed surface parking area is set back in line with the proposed building, providing substantial space along McKay Avenue for tree planting.

- 4** Enhanced edge treatments in the form of landscaping have been conceived along Eglinton Street and McKay Avenue, to screen the surface parking area from the public streets.
- 5** Additional, privacy fencing and enhanced landscaping are envisioned along the eastern and southern property lines to provide screening and enhance compatibility.

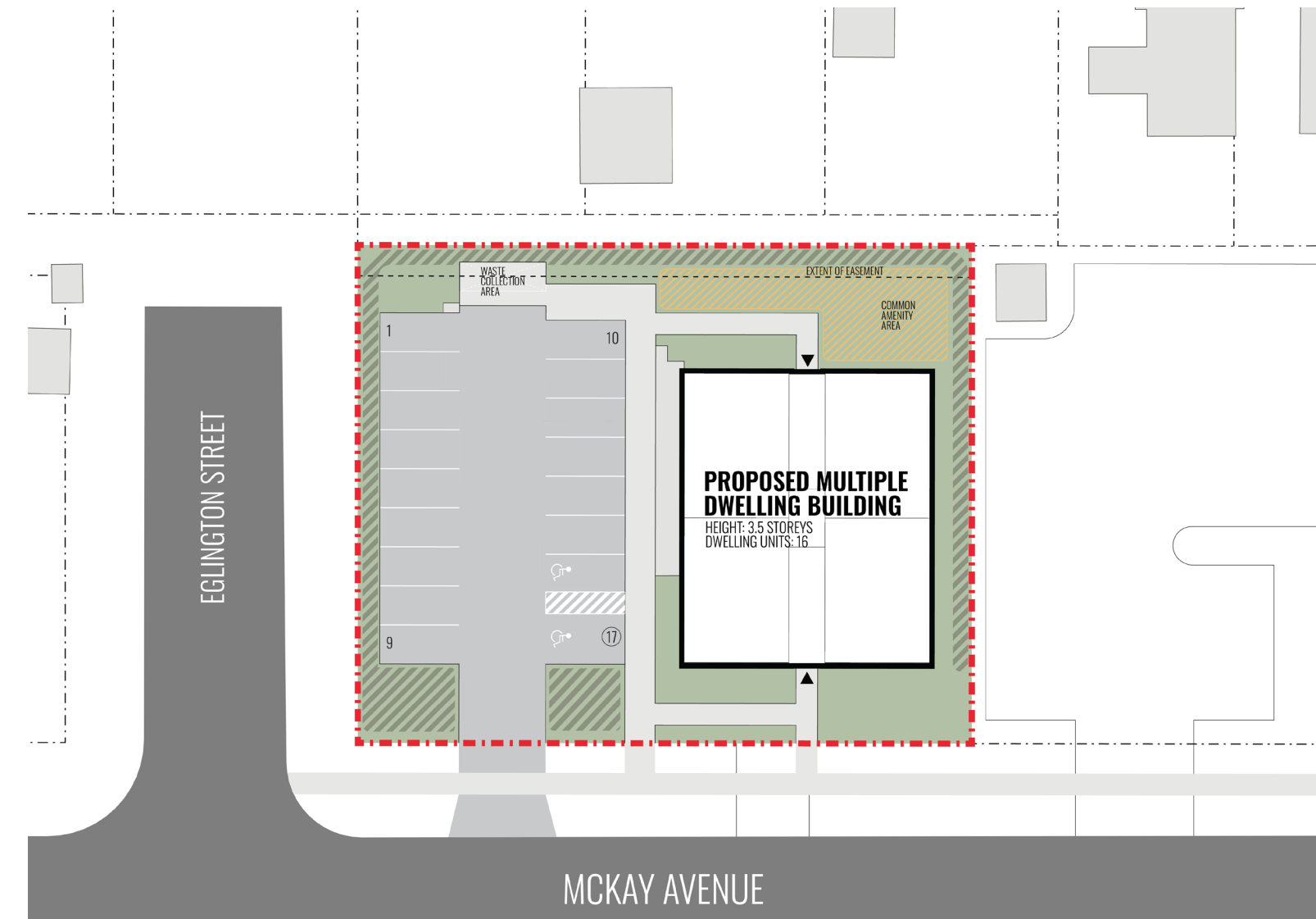
- 6** Private amenity spaces have been envisioned in the form of balconies. This contributes to the animation of the McKay Avenue right-of-way. An additional shared amenity space is located at the southeast corner of the project site, providing additional separation from the properties to the east.



- LEGEND**
- ▲ Primary Building Entrance
 - New Building Footprint
 - Site Boundary
 - 1 New Site Access
 - 2 Surface Parking
 - 3 Common Outdoor Amenity Area
 - New Pedestrian Circulation
 - Vehicular Circulation/Movements
 - Site Boundary

Note: This simplified site access and circulation plan has been prepared based on the detailed site concept plan by Siv-ik Planning and Design Inc. It is meant to aid in illustrating the key attributes and functions of the development concept related to vehicular and pedestrian movements. For dimensions and full site details, please refer to the 2025-11-11 conceptual site plan.

Figure 6. Site Access and Circulation Plan



- LEGEND**
- ▲ Primary Building Entrance
 - New Building Footprint
 - Site Boundary
 - Landscaped Area
 - Enhanced Edge Treatment
 - Common Outdoor Amenity Area

Note: This simplified landscape plan has been prepared based on the detailed site concept plan by Siv-ik Planning and Design Inc. It is meant to aid in illustrating the parameters for the future detailed landscape plan which will be prepared by a Licensed Landscape Architect during subsequent stages of the planning process and reviewed through the Site Plan Control application.

Figure 7. Conceptual Landscape Plan

S6: PLANNING ANALYSIS

S6.1 Provincial Planning Statement (2024)

The provincial planning policy framework is established through the Planning Act (Section 3) and the Provincial Planning Statement (PPS), 2024. The Planning Act requires that all municipal land use decisions affecting planning matters be consistent with the PPS, 2024. The primary mechanism for the implementation of the provincial plans and policies is through the City of Windsor Official Plan. Through the preparation, adoption and provincial approval of the City of Windsor Official Plan, there is an established local policy framework for the implementation of the provincial planning policy framework. As such, matters of provincial interest are largely addressed in the Official Plan discussion in this report.

However, when acknowledging the scope of the proposed development and the nature of the application being submitted (i.e. Zoning By-law Amendment), it is important to highlight some of the key objectives and policy directions of the PPS, 2024. Chapter 2 of the PPS, 2024 focuses on building homes and sustaining strong and competitive communities. This chapter includes policy guidance on housing and residential intensification in Urban Centres, which are matters of provincial interest including:

- Identifying the need to provide for a range of housing options and densities that are required to meet the requirements of current and future residents of Windsor (2.1.4);
- Requiring Planning Authorities to achieve the development of complete communities by accommodating an appropriate range and mix of land uses, housing options and transportation options (2.1.6a);
- Permitting all types of residential intensification and introduction of new housing options within previously developed areas (2.2.1b(2)); and
- Focusing on land use patterns that efficiently use land and resources, optimize existing and planned infrastructure, support active transportation and support transit (2.3.1.2).

In view of the PPS, 2024 policies noted above, the site is located within a designated Urban Centre and is an optimal location for intensification and redevelopment. The development adds to the mix of housing types/options available within the area, which aligns with provincial direction of providing a range and mix of housing options and densities. The concept plan complements existing and planned uses, integrates with other residential forms in the area and is located nearby to commercial, office and institutional uses. The lands are located within an Urban Centre area and represent appropriate infill on a previously underutilized site. The development represents an efficient use of land and a compatible built form. The project will be fully serviced by existing water, wastewater, and storm water infrastructure, ensuring alignment with cost-effective and sustainable infrastructure investment. In recognition of the policies, it is our opinion that the proposal is consistent with the PPS, 2024.

S6.2 City of Windsor Official Plan

/ Location

The City of Windsor Official Plan provides detailed locational and evaluation criteria for the development of Mixed Use Corridors. Section 6.3.2.4 states that Residential intensification shall be directed to Mixed Use Nodes and areas in proximity to those nodes. Within these areas, medium profile buildings up to 4-storeys in height are permitted. The Official Plan policies require that these buildings provide a transition in massing from low-profile areas. Additionally, new residential development and intensification is to be located where there is access to a collector or arterial road; where full municipal services can be provided; where adequate community services are available and where public transportation can be provided.

In consideration of the locational criteria, identified in 6.3.2.4, the project site is located adjacent to the Mixed Use Node area at the intersection of Grand Marais Road W. and Dominion Boulevard. Further evaluation of building height and massing are provided in the Compatibility Rationale on the following pages. Specifically, the project site is located approximately 85m (less than a 1-minute walk) north of Grand Marais Road W, a Class I Collector Road. The Grand Marais Road W. corridor in this area is predominantly developed with various commercial uses, including the Yorktown Square Shopping Centre, medical offices and personal service uses. Additional, institutional and civic uses in the form of an elementary school, places of worship and a library are also located within the vicinity of this Mixed Use Node. From a transit perspective, Transit Windsor stops for Routes 115 and 305 are located within approximately 200m of the project site, along Dominion Boulevard and Labelle Street respectively, with connections to the Hotel Dieu Grace Healthcare Terminal, the Capri Pizzeria Recreation Complex, St. Clair College, Downtown Windsor and the Windsor International Transit Terminal.

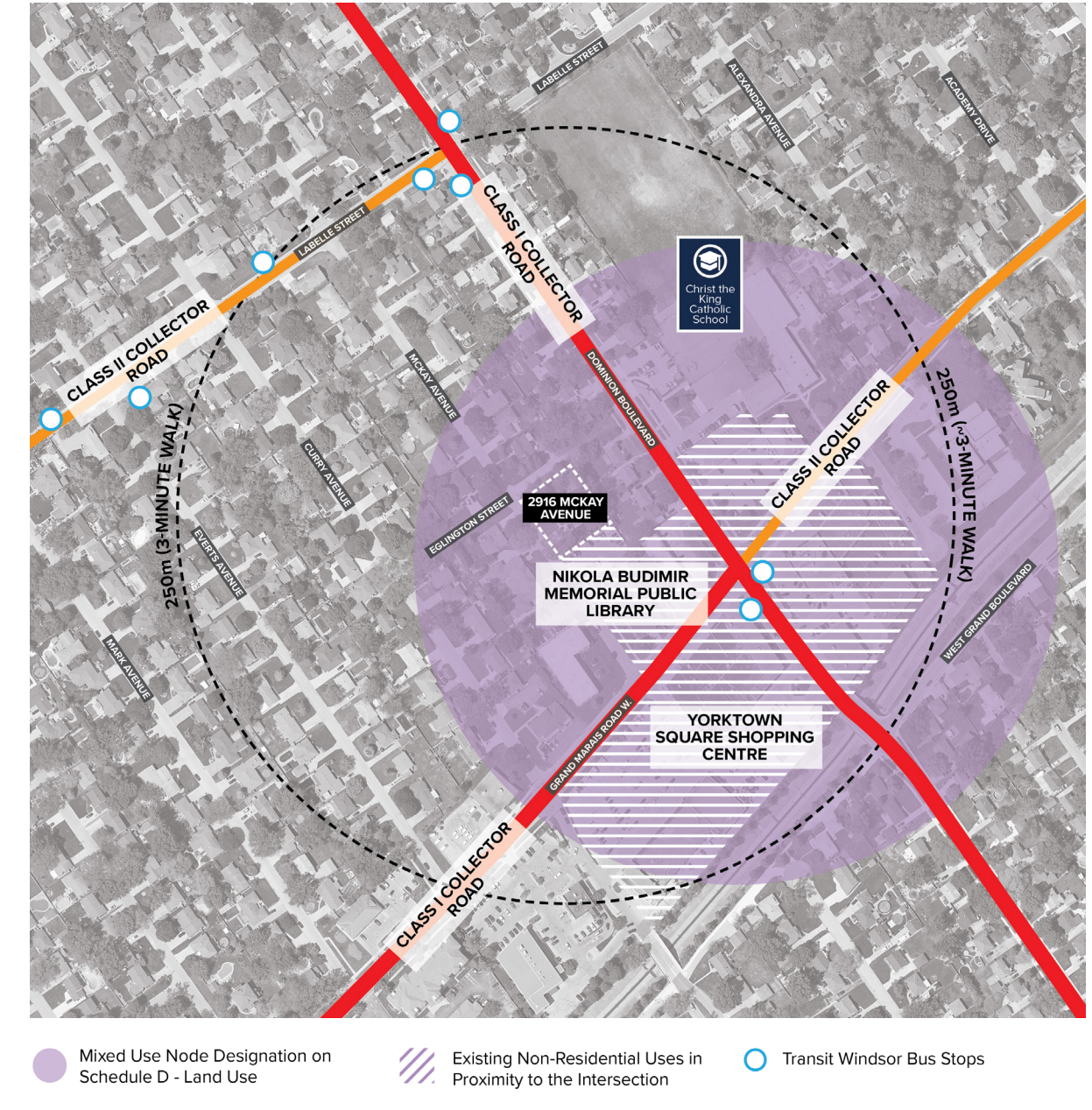


Figure 8. Locational Context

/ Evaluation

The City of Windsor Official Plan also outlines a series of evaluation criteria for developments within existing residential neighbourhoods. The policies require that the proponent demonstrate to the satisfaction of the Municipality, that the proposal achieves the criteria set out in the table below. The table identifies these specific criteria and details how the proposed development at 2916 McKay Avenue achieves the intent of each.

Evaluation Criteria for a Neighbourhood Development Pattern - Policy 6.3.2.5

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

Consideration	Rationale
<p>a) feasible having regard to the other provisions of this Plan, provincial legislation, policies and appropriate guidelines and support studies for uses:</p> <ul style="list-style-type: none"> (i) within or adjacent to any area identified on Schedule C: Development Constraint Areas and described in the Environment chapter of this Plan; (ii) adjacent to sources of nuisance, such as noise, odour, vibration and dust; (iii) within a site of potential or known contamination; (iv) where traffic generation and distribution is a provincial or municipal concern; and (v) adjacent to heritage resources. 	<p>The proposed development at 2916 McKay Avenue aligns with the goals and objectives of the Residential Land Use designation, in the City of Windsor Official Plan, as outlined in Sections 4 & 5 of this report. Additionally, the proposed development aligns with the locational criteria for intensification adjacent to Mixed Use Nodes, as outlined in Section 6. An analysis of alignment with provincial legislation is also provided in Section 6, which identifies policies in the Provincial Planning Statement, 2024 that support the proposed development.</p> <p>With regards to list i - iv, the project site is not located near any Development Constraint Areas, as identified in Schedule C - Development Constraints of the City of Windsor Official Plan, nor is it located adjacent to any sources of noise or nuisance. Additionally, the site is not within an area of potential or known contamination. Through the Planning Consultation Stage 1 process, no concerns regarding traffic generation on municipal roads were identified. The project site is not located on a Provincial Road, as per Schedule F - Roads and Bikeways, and therefore no concerns were raised from the Ministry of Transportation. Finally, the project site is located adjacent to the Nikola Budimir Memorial Public Library, which is a listed heritage property in the City's Cultural Heritage Register. A analysis has been provided on the following pages in Section 6, detailing how the proposed development will address compatibility and context through design.</p>
<p>b) in keeping with the goals, objectives and policies of any secondary plan or guideline plan affecting the surrounding area;</p>	<p>As detailed in Section 6, the proposed development fully conforms to the vision and policies of the Residential land use designation and the Urban Design policies of the City of Windsor Official Plan. In addition to the Official Plan policies, the proposed development is also in keeping with the specific policies for medium profile buildings in the City of Windsor's Intensification Guidelines (2022). The development respects the character of the neighbourhood and neighbouring cultural heritage resources through the massing and siting of the proposed building. The project site is not located within any Secondary Plan area and therefore is not required to be in keeping with any area-specific land use plans.</p>

<p>c) In existing neighbourhoods, compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and amenity areas;</p>	<p>The project site is located adjacent to low profile residential uses and has been designed to be compatible with the surrounding context. Further analysis of the compatibility of the project with the surrounding area can be found on the following pages of Section 6.</p>
<p>d) provided with adequate off-street parking;</p>	<p>Parking is accommodated through surface parking on site, at a rate of 1.06 spaces per unit for multiple dwelling units. The number of parking spaces provided is 3 spaces less than the minimum parking regulation in the Zoning By-law.</p> <p>A Parking Study was prepared in support of this reduction as part of the Zoning By-law Amendment application. The study noted that the parking requirement of the Institute of Transportation Engineers (ITE) Standards was met in full with the proposed rate. The study identified similar developments in comparable municipalities, with similar access to transit facilities and active transportation opportunities. The study indicated a parking demand of between 0.84 and 1.00 spaces per unit for the studied examples which were located in communities with similar access to transit and active transportation options. A number of Transportation Demand Management (TDM) measures were analyzed including walking, cycling, transit, car share options and travel planning and education. Further analysis of municipal and provincial policy was also completed in support of the parking reduction. Overall, it was identified that the parking supply of the proposed development was appropriate.</p>
<p>e) capable of being provided with full municipal physical services and emergency services; and</p>	<p>The project site is located within an established neighbourhood in the City of Windsor which has access to full municipal services and emergency services. A Functional Servicing Study has been prepared which summarizes how the proposed development will be serviced by storm, sanitary and water servicing.</p>
<p>f) facilitation a gradual transition from Low Profile residential development to Medium and/or High Profile development and vice versa, where appropriate, in accordance with Design Guidelines approved by Council.</p>	<p>The project site is located adjacent to low profile residential uses and has been designed to be compatible with the surrounding context. Further analysis of the compatibility of the project with the surrounding area can be found on the following pages of Section 6 of this report.</p>

/ Compatibility Rationale

Just as neighbourhoods themselves are not planned and developed equally across the City, redevelopment sites are equally diverse in their potential characteristics. The shape, depth, frontage and orientation of infill sites greatly affects the optimal built form and site design outcome. In recognizing that the development goals of Residential Areas adjacent to Mixed Use Nodes are for higher density/intensity development, a critical analysis of compatibility with the surrounding area in terms of site layout and built form is required. The figures on the following page illustrate north-south and east-west sections of the project site and adjacent properties. These graphics have been prepared to illustrate key elements of the proposed built form and site layout and demonstrate how the development concept is informed by the existing and planned context of the surrounding area.

Built Form

Figure 9 illustrates via a north-south section, the heights permitted by the City of Windsor Official Plan that apply to the adjacent properties along McKay Avenue, the standard height limit for the proposed RD3.1 Zone and the height of the proposed building form itself. Given the adjacency to the Mixed Use Node area, it acts as a logical transition area for additional height and density. As shown in Figure 9, the proposed development provides a built form that is only 3.0m taller than what is permitted in the RD1.4 zoning to the north of Eglinton Street. Additionally, as shown in Figure 10, the proposed development also provides a built form that is within the allowable heights for development along Dominion Boulevard, thus providing for a transition in height from future development in the east, to the stable low-profile residential areas to the west. Additionally, as shown in Figure 10, the building massing also maintains a human-scale along McKay Avenue with the implementation of building setbacks to allow for enhanced planting and screening of the parking area, as well as for the planting of trees.

Site Layout

Figure 10 illustrates the setbacks of the proposed development from the existing eastern and western property lines and the future condition of the proposed building massing in relation to McKay Avenue. As per the requested special provision, the front lot line is identified as the lot frontage along McKay Avenue. A reduced front yard depth is being requested through this Zoning By-law Amendment application. This reduction will allow for a building setback along McKay Avenue that provides an average setback between from the existing setbacks of Nikola Budimir Memorial Library and low profile residential uses north of Eglinton street. This reduction also allows for additional separation from the proposed building and the rear yards of the low profile residential developments on Dominion Boulevard. A 45-degree angular plane measured from a height of 10.5 metres at a 7.5 metre setback, as outlined in the City's Intensification Guidelines, is illustrated on the east-west section and illustrates the proposed massing fits within it. As a result, appropriate skyview, light access and separation is achieved. It is important to note that the rear yard setbacks shown in Figure 10 only represent a portion of the project site, where the building is located. No special provisions for additional lot coverage or reduced landscaped open space are requested through the requested zone.

Furthermore, the proposed development concept maintains appropriate separation from the low profile residential uses to the north. Due to its proposed location towards the southern portion of the project site, as shown in Section 6.3, shadowing impacts onto private rear yards is minimal, with the vast majority of shadow falling onto the proposed parking area and the McKay Avenue and Eglinton Street right-of-ways.

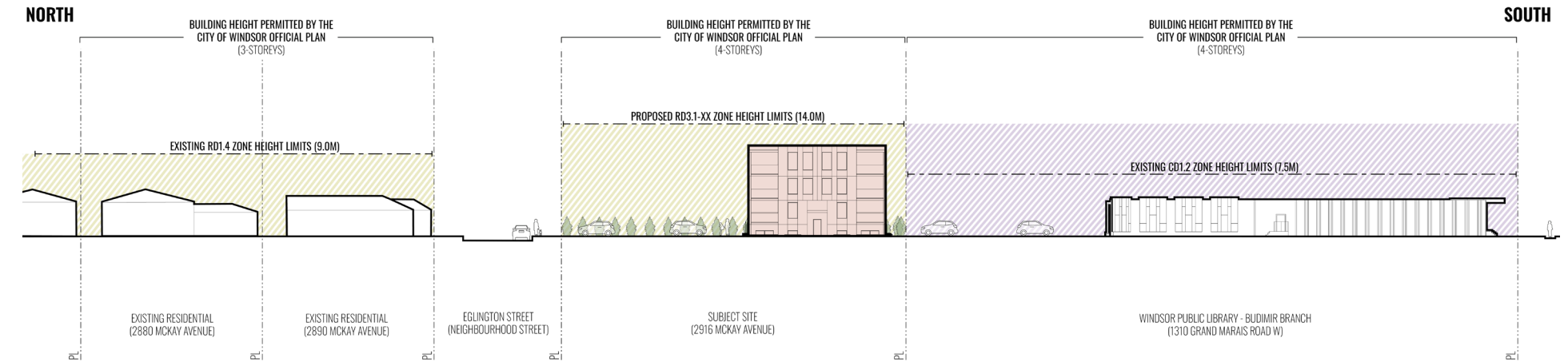


Figure 9. North-South Section Diagram

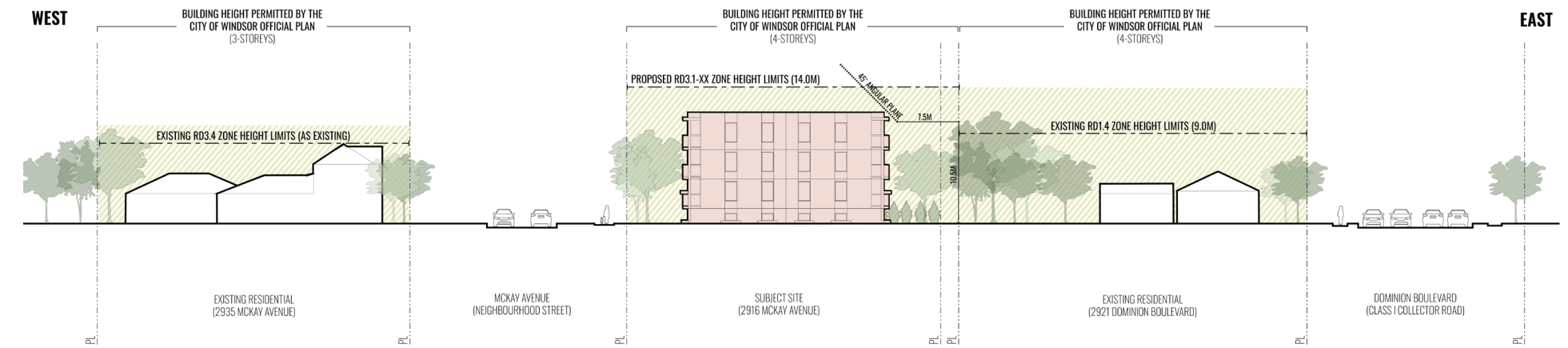


Figure 10. East-West Section Diagram

/ Heritage

Further to the locational, evaluation and compatibility analyses above, the City of Windsor Official Plan also includes a series of Urban Design Criteria relating to impacts on Heritage Resources. The criteria provide direction on building design, location and landscaping factors for developments adjacent to heritage properties. The table identifies these specific criteria and details how the proposed development at 2916 McKay Avenue achieves the intent of each, with respect to the neighbouring listed heritage property at 1310 Grand Marais Road W., the Nikola Budimir Memorial Library.

Urban Design Criteria for Assessing Applications - Policy 9.3.71(e)

Consideration	Rationale
i) Respecting the massing, profile and character of adjacent buildings;	The proposed development has been designed with a 3.5-storey massing sited along McKay Avenue. The design of the building aligns with the built form policies for Residential areas adjacent to Mixed Use Nodes. While the proposed building is located towards the southern portion of the project site, it is important to note that the listed heritage building on the adjacent property (1310 Grand Marais Road W.) is positioned towards the southern portion of the property. The listed heritage building is located over 20 metres away from the proposed development.
ii) Approximating the width and established setback pattern of nearby heritage buildings;	The proposed development has been sited to provide a transition along the existing McKay Avenue street wall from the Nikola Budimir Memorial Library to the low profile residential to the north of Eglinton Street. The proposed building is set back from the street wall created by the listed heritage building. Additionally, the proposed building is smaller in width than the proposed library, providing a transition in massing along McKay Avenue. The distance from the shared property line to the listed heritage property, is greater than the proposed building height of 12.0m, providing ample separation between buildings.
iii) Respecting the yards, gardens, trees and landscaped grounds associated with the heritage properties and districts which contribute to their integrity, identity, and setting;	The Nikola Budimir Memorial Library property includes existing landscaping along the southern and western property boundaries. As the majority of enhanced landscaping is located along the Grand Marais Road W. frontage, there is ample separation from the project site. No impacts or alterations to the adjacent property are anticipated. Additionally, enhanced landscaping and tree planting that will complement the existing plantings on the listed heritage property and provide screening is envisioned for the project site.
iv) Maintaining, enhancing or creating views and vistas of heritage resources; and	The proposed building is set back from the location of the listed heritage property along McKay Avenue. This will ensure that any views of the library along McKay Avenue are maintained.
v) Minimizing the impact of shadowing on adjacent heritage properties, particularly on landscaped open spaces and outdoor amenity areas.	The proposed 3.5-storey building height results in minimal shadow impacts on the Nikola Budimir Memorial Library grounds. As shown in the analysis in Section 6.3, the shadow generated by the proposed building reaches west, north and east of the proposed building, but never falls within the boundary of the listed heritage property to the south. The vast majority of the shadow falls in the proposed surface parking area on the project site and into the McKay Avenue and Eglinton Street right-of-ways.

S6.3 Other Considerations and Requirements

/ Servicing

A Functional Servicing Study was prepared by Haddad Morgan & Associates Ltd. to determine how the proposed development will be serviced by stormwater management, sanitary and water infrastructure. The report notes that the proposed development of a 3.5-storey apartment building with 16 units represents the upper-bound scenario of what is permitted in the Residential Districts 3 (RD3.1(_)) Zone and that any lesser configuration is expected to remain well within acceptable parameters.

Stormwater

The report notes that the site is currently serviced with a 150mm diameter outlet pipe, which connects to a 675mm diameter storm sewer on McKay Avenue. The existing service is proposed to be reused with the new development concept. Based on the allowable release rate of 18 L/s, excess stormwater generated by the new development will be stored on site. The proposed system includes a new storm sewer system under the proposed parking area, storage in depressed areas, surface storage in the parking area and outlet control.

Sanitary

The report notes that the existing 150mm diameter private sanitary service connection will be re-used. The peak domestic flow for the proposed development was calculated as 1.6 L/s.

Water

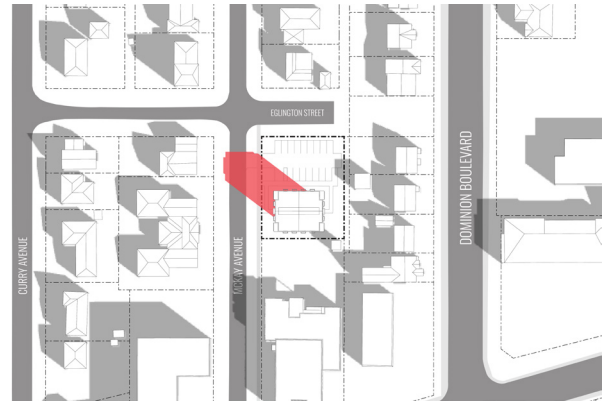
The report identified that a new 65mm diameter water service will be required to supply the proposed development's domestic water system. The peak demand of the proposed development is 5.36 L/s.

/ Parking

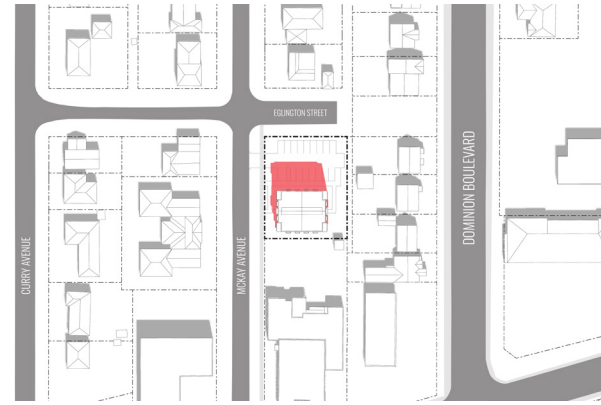
A Parking Study was required by the City to indicate that the supply of proposed parking spaces was sufficient for the development concept. Paradigm Transportation Solutions Ltd. was retained to carry out this study. The study noted that there was a deficit of 3 parking spaces, based on the City of Windsor Zoning By-law. However, by the Institute of Transportation Engineers (ITE) Standards, a parking requirement of 17 spaces was calculated, which was equal to the proposed development. The study identified similar developments in comparable municipalities, with similar access to transit facilities and active transportation opportunities. The study indicated a parking demand of between 0.84 and 1.00 spaces per unit for the studied examples. A number of Transportation Demand Management (TDM) measures were analyzed including walking, cycling, transit, car share options and travel planning and education. The analysis determined which methods could be applied to the proposed development to reduce the reliance on personal vehicles. Further analysis of municipal and provincial policy was also completed in support of the parking reduction. Overall, it was identified that the parking supply of the proposed development was appropriate to facilitate intensification and support transit and active transportation infrastructure.

/ Sun/Shadow Study

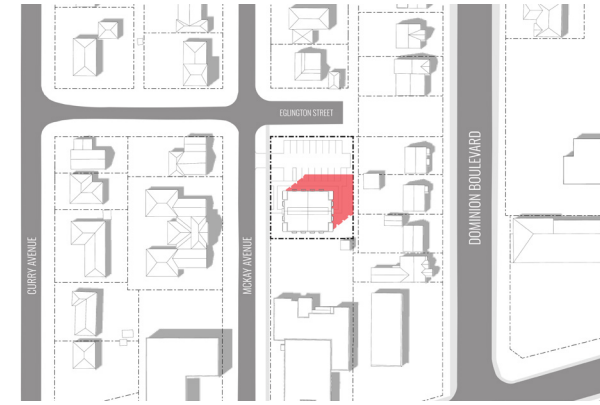
Spring Equinox



9AM
March 21

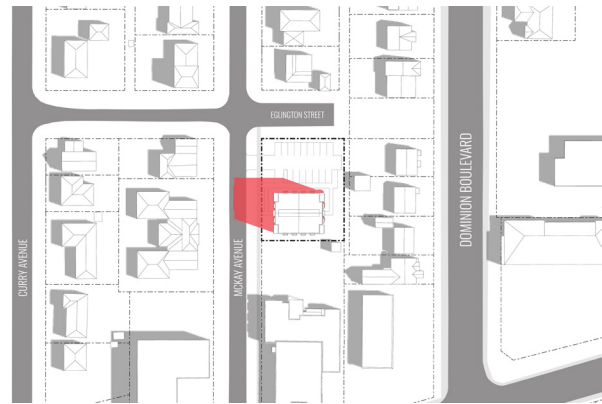


12PM
March 21



3PM
March 21

Summer Solstice



9AM
June 21

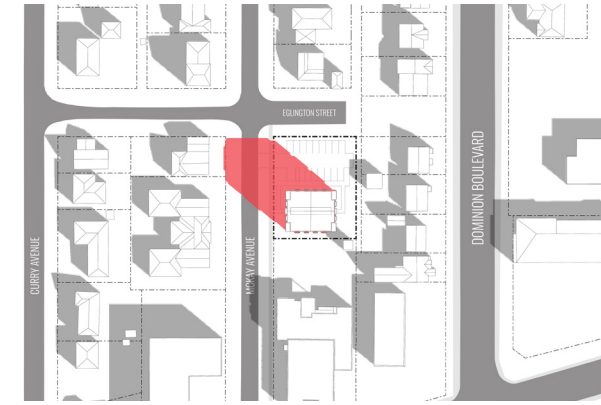


12PM
June 21

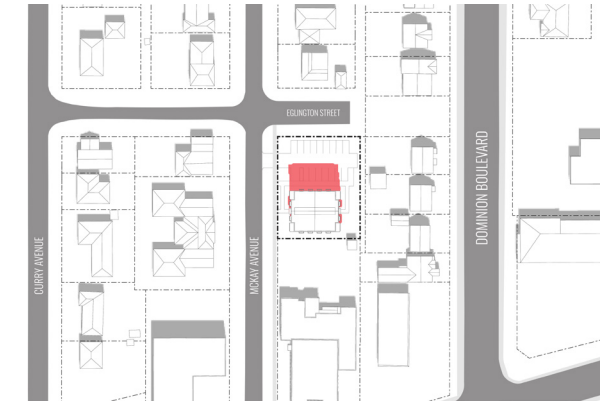


3PM
June 21

Autumn Equinox



9AM
June 21



12PM
June 21



3PM
June 21

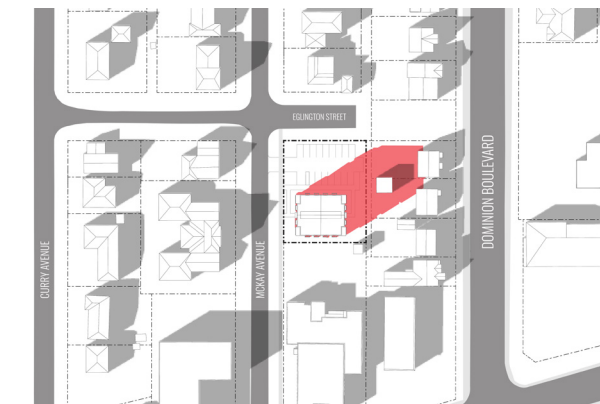
Winter Solstice



9AM
June 21



12PM
June 21



3PM
June 21

Note: The shadow study diagrams have been created by Siv-ik Planning and Design Inc. using industry-standard modeling practices to help illustrate how the sun moves across the project site and surrounding area. These graphics estimate the potential shadows that could be cast by the proposed development upon the existing surrounding context. The results of sun/shadow study are conceptual in nature and represent an interpretation of the potential building massing, surrounding built form and natural features. The simulated dates and times are based on standard best practice for shadow study analysis.

S7: ENGAGEMENT

S7.1 Our Program

We understand that change in neighbourhoods warrants conversation. Our community engagement program was designed to provide an opportunity for those who are interested to learn more about the vision for the site early on in the planning process and share their thoughts. The developer (Masotti Construction Inc.) and the project team are committed to engaging with local residents at multiple points in the process.

The timeline below shows a general overview of the steps in the planning process for 2916 McKay Avenue and how those steps interact with our applicant-led community engagement program.



Figure 11. Engagement Program Overview

Feedback received through our outreach program is used to deepen our understanding of the local context and shape some elements of the design of the project, where possible. We acknowledge that change is difficult and that no outcome will satisfy all interested parties completely. As such, the project team cannot integrate everything suggested by our neighbours and the community at-large. However we commit to: providing residents with quality and up-to-date information about the project; helping residents to understand how they can participate in the process; asking for their thoughts and opinions; and sharing what we have heard and our team’s response to it.

ENGAGEMENT SUMMARY

Info Postcard

Over 140 information postcards were circulated via Canada Post mail to surrounding property owners (within 200m of the project site) to notify the local community of the planned redevelopment and to direct them to the project website. Mailing addresses were provided by the City.

Project Website

A project website (www.siv-ik.ca/2916m) was launched on January 14, 2026 to provide a “home base” for sharing information and updates about the project and gathering feedback through an online feedback form.

Downloadable “Project Backgrounder” Publication

Siv-ik published a project backgrounder document to provide informative content regarding City planning policy, the planning process and the preliminary concept plan for the site. The backgrounder was made available for download on the project website.

In-Person Community Drop-in Open House

The project team hosted an in-person drop-in style community open house on February 4, 2026 at the Nikola Budimir Memorial Library. This open house provided a live forum to share information directly with residents/participants and to facilitate a Q&A session with lead members of the project team. Approximately 20 individuals attended the open house session.

Report of Verbatim Feedback

The report was published and shared on our project website. The report clearly documents all the feedback that was received through various channels and provides a summary of participation in the applicant-led engagement process.

REACH

149

INFO POST CARDS CIRCULATED

59

UNIQUE PROJECT WEBSITE VIEWS

08

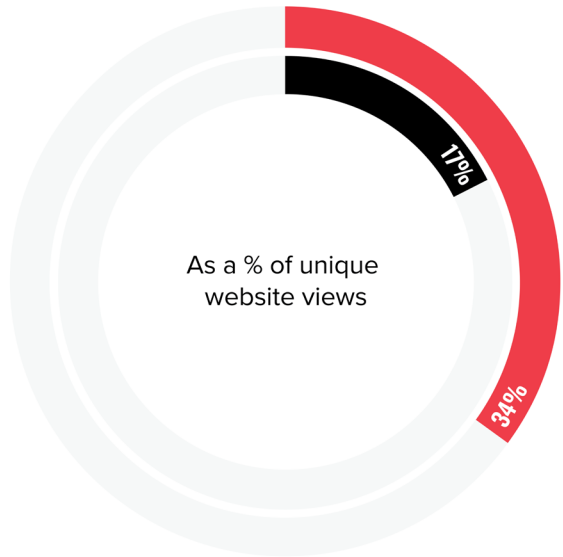
UNIQUE RESPONDENTS

38

UNIQUE PIECES OF FEEDBACK

FEEDBACK

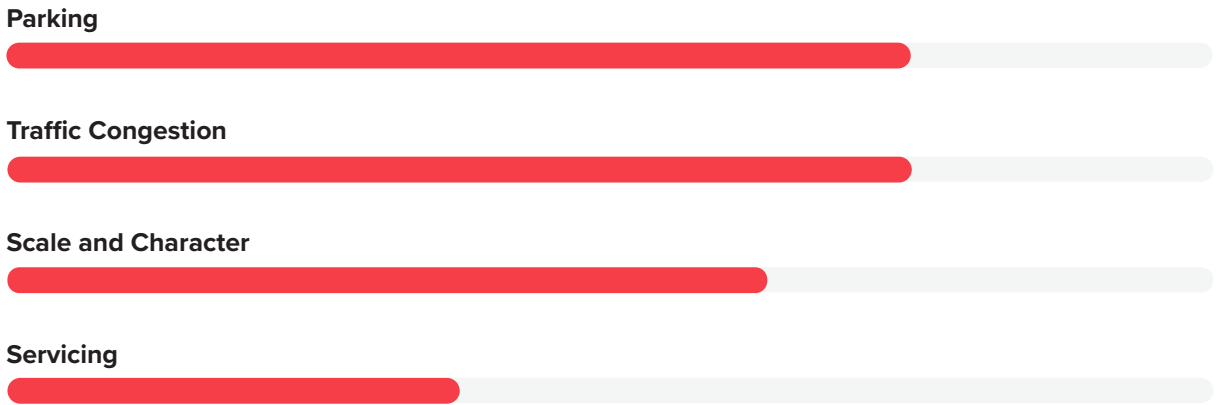
ENGAGEMENT



- Attended the In-Person Open House
- Signed up for email updates

TOPICS OF INTEREST

Key topics of interest have been extracted from the feedback and comments provided. The table below shows the frequency that respondents provided feedback on specific topics. Some respondents provided feedback on more than one topic of interest. In some cases, comments were received that could not be organized into a topic of interest but were taken into consideration as part of this application process and included in this report.



Note: The graphics and text above represent highlights of our applicant-led community engagement program. Verbatim feedback received can be found in the 2026-02-12 Verbatim Feedback Record by Siv-ik Planning and Design Inc. that has been submitted as part of this Zoning By-law Amendment. The record is also available for public download at www.siv-ik.ca/2916m

S8: CONCLUSIONS

In consideration of the City of Windsor Official Plan policies for intensification in and adjacent to Mixed Use Nodes, the development concept being proposed for 2916 McKay Avenue is a 3.5-storey apartment building with 16 residential units. Regulations have been included in the proposed Zoning By-law to ensure fit and compatibility with the existing neighbourhood.

The proposed development aligns with the direction for residential intensification in the City of Windsor Intensification Guidelines. The concept proposes an appropriate transition in height and massing to the Mixed Use Node area. The building is intentionally sited to maximize separation from both the low profile residential area to the north and to reinforce the cluster of more intense land uses in the Mixed Use Node toward the intersection of Grand Marais Road W. and Dominion Boulevard. The front building setback provides a transition between the street wall created by the Nikola Budimir Memorial Library and the street wall created by the low-profile residential uses north of Eglington Street. The building incorporates windows, balconies and material changes to help break up the massing. Additionally, the building includes a principal entrance with direct access to the McKay Avenue public right-of-way, which enhances the pedestrian environment along the road.

As noted in the Planning Analysis section of this report, the proposed Zoning By-law Amendment is consistent with the Provincial Planning Statement, 2024, in conformity with the policies of the City of Windsor Official Plan and represents good planning. The proposed development will be subject to Site Plan Control under Section 41 of the Planning Act, which will ensure that the final detailed design of the site/building meets the urban design policies of the City of Windsor Official Plan and the applicable guidance in the City of Windsor Intensification Guidelines.



REFERENCES

1. City of Windsor Official Plan.
2. City of Windsor Intensification Guidelines (2022).
3. City of Windsor Zoning By-law 8600
4. City of Windsor More Than Transit 2019 Transit Master Plan (2019).
5. City of Windsor, MappMyCity (Last updated 2023).
6. City of Windsor, Windsor Municipal Heritage Register (Last updated February 2024).
7. Parking Study, prepared by Paradigm Transportation Solutions Ltd., dated January 26, 2026.
8. Functional Servicing Report, prepared by Haddad Morgan & Associates Ltd., dated December 12, 2025.
9. Plan of Survey, prepared by Verhaegen Land Surveyors, dated March 20, 2025.

