

# PLANNING RATIONALE REPORT

## ZONING BY-LAW AMENDMENT FOR PROPOSED RESIDENTIAL DEVELOPMENT

1044 and 1054 Howard Avenue,  
City of Windsor, Ontario

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Prepared by:



Tracey Pillon-Abbs, RPP  
Principal Planner  
Chatham, ON  
226-340-1232  
tracey@pillonabbs.ca  
www.pillonabbs.ca

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# 1.0 INTRODUCTION

I have been retained by Evanz Minas (herein the "Applicant") to provide a land use Planning Rationale Report (PRR) in support of a proposed residential development for property located at 1044 and 1054 Howard Avenue (herein the "Site") in the City of Windsor, Province of Ontario.

The Site is an interior lot on the east side of Howard Avenue, south of Erie Street East and north of Giles Boulevard East, located within the Walkerville Planning District (Ward 4).

The Site comprises 1 parcel of land.

The Site is currently occupied with an existing two-storey (with a lower level) 4-plex residential dwelling (a double duplex).

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

It is proposed to renovate the existing dwelling and add 2 residential units on the lower level for a total of 6 units (a multiple dwelling).

A total of 7 parking spaces is proposed. Two parking spaces are located in the side yard with access from Howard Avenue. Five parking spaces are located in the rear yard with access from the alley.

The tenure (ownership) of the units will be rental.

The Site will be serviced by full municipal services.

Stage 1 pre-consultation re-application (City File PC-013/25) was completed by the Applicant. Comments dated February 21, 2025, were received and have been incorporated into the proposed application.

An application for a Zoning By-law Amendment (ZBA) is required in order to permit the proposed development.

The purpose of the ZBA is to provide for more housing through infill and intensification.

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

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

## 2.0 SITE AND SURROUNDING LAND USES

### 2.1 Legal Description, Ownership and Previous Use

The Site is an interior lot on the east side of Howard Avenue, south of Erie Street East and north of Giles Boulevard East, located within the Walkerville Planning District (Ward 4).

The Site is made up of 1 parcel of land (see the area in **yellow** in the Key Map on Figure 1a).



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

The previous use was residential.

The Site has been owned by the Applicant since 2019.

The Site is legally described and locally known as follows:

Address	ARN	Legal	PIN
1044 and 1054 Howard Avenue, in the City of Windsor, Province of Ontario.	030-300-08002	LOT 6 BLOCK K PLAN 131 WINDSOR; LOT 7 BLOCK K PLAN 131 WINDSOR; PT LOT 8 BLOCK K PLAN 131	01165-0522 (LT)

		WINDSOR AS IN R219860; WINDSOR	
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## 2.2 Physical Features of the Site

### 2.2.1 Size and Site Dimension

The Site consists of a total area of 737.2 m<sup>2</sup> or 0.07 ha.

The Site is a rectangular-shaped interior lot with a frontage of 18.29 m along Howard Avenue and a depth of 40.08 m (see street view of Site on Figure 1b).



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

### 2.2.2 Vegetation and Soil

The Site has a maintained lawn and landscaping.

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

### **2.2.3 Topography and Drainage**

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

The Site is part of the Windsor Area Drainage.

The Site is not part of any source water protection Event Based Area (EBA).

### **2.2.4 Other Physical Features**

There is an existing driveway from Howard Avenue.

There is fencing along portions of the Site.

There is an alley at the rear of the Site with access to an existing parking area.

There is a utility pole located in the rear yard.

### **2.2.5 Municipal Services**

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

There are fire hydrants located close to the Site.

There are streetlights and sidewalks along Howard Avenue.

There is on-street parking along Howard Avenue.

The Site is close to major transportation networks, including Erie Street East, Giles Blvd East and McDougall Street.

There is active transportation nearby.

The Site has access to transit, with the nearest bus stops (120 m) located at the corner of Erie Street East and Howard Avenue (Stop ID: 1434, Bus #3).

### **2.2.6 Nearby Amenities**

There are several schools close to the Site, including James L. Dunn Public School and Prince Edward Public School.

There are many parks and recreation opportunities in proximity to the Site, including Wigle Park and Kennedy Square Park.

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

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

## 2.3 Surrounding Land Uses

Overall, the Site is located in an existing built-up residential area with commercial properties located nearby, along Erie Street East.

A site visit was conducted on March 26, 2024.

**North** – The lands to the north of the Site are used for residential (see Photo 1 - North).



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

**East** – The lands directly to the east of the Site, beyond the alley are used for residential with frontage along Lillian Avenue (see Photo 2 – East).



Photo 2 – East (Source: Google Map)

**South** – The lands directly to the south of the Site are used for residential (see Photo 3 - South).



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

**West** – The lands directly to the west of the Site are used for residential (see Photo 4 – West).



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

# 3.0 PROPOSAL AND CONSULTATION

## 3.1 Development Proposal

The Site is an interior lot on the east side of Howard Avenue, south of Erie Street East and north of Giles Boulevard East, located within the Walkerville Planning District (Ward 4).

The Site is made up of 1 parcel of land.

The Site is currently occupied with an existing 4-plex residential dwelling (a double duplex).

The existing dwelling is two storeys with a lower level.

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

It is proposed to renovate the existing dwelling and add 2 residential units on the lower level for a total of 6 units (a multiple dwelling).

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

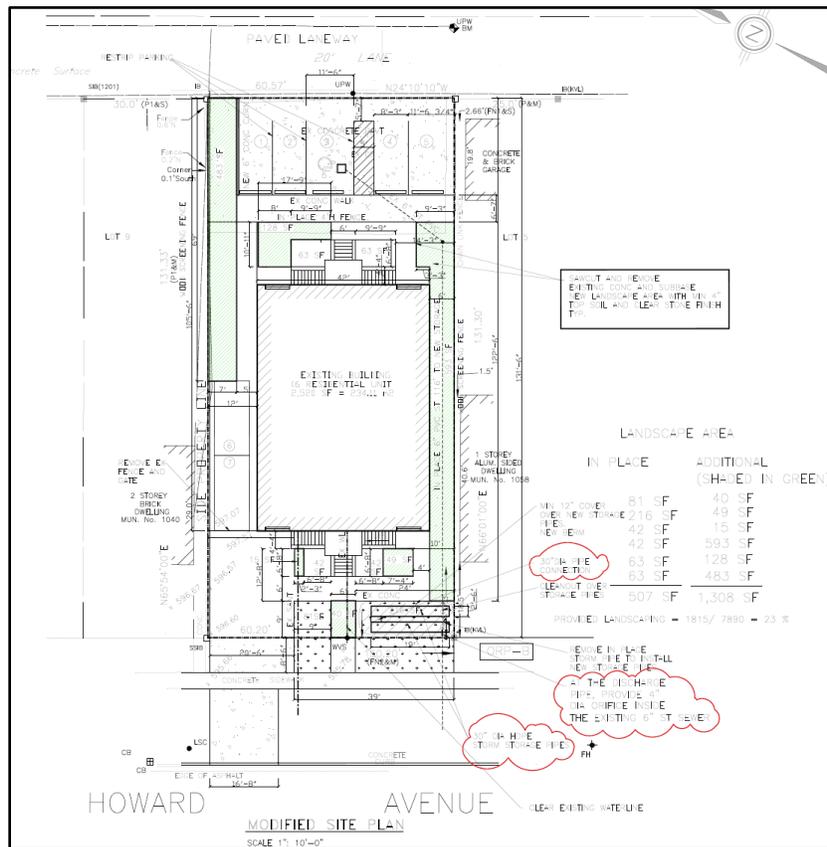


Figure 2a – Concept Plan

The concept plan illustrates the proposed development.

The existing dwelling faces Howard Avenue.

The building occupies a total of 234.11 m<sup>2</sup>.

There are no exterior changes, only internal renovations.

Based on the area of the Site and the number of proposed units (6), the proposed development will result in a gross density of 81.4 units per hectare (uph).

Tenure (ownership) of the units will be rental.

Each new unit will have 2 bedrooms in each.

Landscaping and amenity space are proposed.

A total of 7 parking spaces is proposed. Two parking spaces are located in the side yard with access from Howard Avenue. Five parking spaces are located in the rear yard with access from the alley.

The required setback from the utility pole will be provided.

A portion of the existing rear yard paving will be removed.

The existing fence and gate will be removed.

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

The Site is serviced by ENWIN.

## 3.2 Public Consultation Strategy

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

As part of a public consultation strategy, in addition to the statutory public meeting, an informal electronic public open house was held with area residents and property owners on April 3, 2025, from 6:00 pm to 7:00 pm via Zoom.

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

A total of **311** owners and tenants were notified, which represents a **200 m** radius from the Site.

In addition to the applicant's representatives and City Staff, 0 residents attended.

There was 1 phone call received regarding the purpose of the application and no concerns raised.

## **4.0 PROPOSED APPLICATIONS AND STUDIES**

Stage 1 pre-consultation re-application (City File PC-013/25) was completed by the Applicant. Comments dated February 21, 2025, were received and have been incorporated into the proposed application.

The required application and support studies were identified.

The following is a summary of the purpose of the required applications and the support studies.

### **4.1 Zoning By-law Amendment**

A site specific application for Zoning By-law Amendment (ZBA) is required in order to permit the proposed development.

The purpose of the ZBA is to provide for more housing through infill and intensification.

The Site is currently zoned "Residential District 2.2 (RD2.2)" on Map 7 of the City of Windsor Zoning By-Law 8600.

It is proposed to further amend the Site to a site-specific Residential District 2.2 (RD 2.2-S.20(1)XXX) category to permit the proposed multiple dwelling with 6 dwelling units as an additional permitted use.

Most RD2.2 zone provisions shall comply with the request for minor relief.

Further analysis and additional information are provided in Section 5.1.3 of this PRR.

### **4.2 Other Applications**

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

There is an existing building permit (City File: RW 20-272216) issued for the original 4 units and a driveway permit (City File: DV 20-283009).

### **4.3 Supporting Studies**

The following supporting studies have been completed as part of this PRR in support of the application for the zoning amendment.

#### **4.3.1 Storm**

A Drainage Report was prepared by Ziad El-Baba Engineering, dated July 20, 2025 and further revised on September 4, 2025.

The purpose of the report is to demonstrate the existing and proposed stormwater design and storage.

It was concluded that services can be provided for the proposed development.

# 5.0 PLANNING ANALYSIS

## 5.1 Policy and Regulatory Overview

### 5.1.1 Provincial Planning Statement

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

The PPS was issued under Section 3 of the *Planning Act* and came into effect on October 20, 2024. All planning decisions must be consistent with the PPS.

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

PPS Policy #	Policy	Response
Chapter 1 - Vision	Ontario will increase the supply and mix of housing options, addressing the full range of housing affordability needs. Every community will build homes that respond to changing market needs and local demand. Providing a sufficient supply with the necessary mix of housing options will support a diverse and growing population and workforce, now and for many years to come.	The proposed development provides for more housing.
Chapter 2.1.4 – Buildings Homes, Sustaining Strong and Competitive Communities	To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall: a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated	The proposed development will help provide for a mix of housing options and densities in an existing built up area to meet the needs of the City.  Full municipal services are available.

PPS Policy #	Policy	Response
	<p>and available for residential development; and</p> <p>b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.</p>	
2.1.6	<p>Planning authorities should support the achievement of complete communities by:</p> <p>a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, longterm care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;</p> <p>b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society;</p>	<p>The proposed development is consistent with the policy to achieve complete communities as it is located in an existing built up area of the City.</p> <p>The proposed development will provide for a range and mix of housing options in an existing neighbourhood.</p> <p>The Site has access to transportation options, public service facilities, other institutional uses, and parks.</p> <p>Accessibility will be addressed at the time of a building permit.</p>
2.2.1 - Housing	<p>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:</p> <p>a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income</p>	<p>The proposed development is a new housing option for the neighbourhood.</p> <p>The proposed development supports the City's targets.</p> <p>The needs of the residents can be accommodated as the Site is located near local amenities.</p>

PPS Policy #	Policy	Response
	<p>households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;</p> <p>b) permitting and facilitating:</p> <ol style="list-style-type: none"> <li>1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and</li> <li>2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;</li> </ol> <p>c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and</p> <p>d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to</p>	<p>The Site offers an opportunity for intensification and infilling.</p> <p>The proposed density is appropriate for the Site.</p> <p>Residents will have access to nearby transit.</p> <p>The area is pedestrian friendly.</p>

PPS Policy #	Policy	Response
	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	<p>Land use patterns within settlement areas should be based on densities and a mix of land uses which:</p> <ul style="list-style-type: none"> <li>a) efficiently use land and resources;</li> <li>b) optimize existing and planned infrastructure and public service facilities;</li> <li>c) support active transportation;</li> <li>d) are transit-supportive, as appropriate</li> </ul>	<p>The total density of the proposed development is considered appropriate.</p> <p>The Site offers an opportunity for infilling by creating new residential dwelling units.</p> <p>The existing height and massing of the dwelling will blend with the existing residential uses in the area.</p> <p>There are no exterior changes.</p> <p>Residents will have immediate access to shopping, employment, transit, active transportation, recreational areas and institutional uses.</p> <p>Transit is available for the area.</p> <p>Active transportation is available in the area.</p>
2.3.1.3	Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and	<p>The proposed development provides an infill opportunity of an existing parcel of land.</p> <p>The Site was always intended for residential development.</p>

PPS Policy #	Policy	Response
	investment in the necessary infrastructure and public service facilities.	The design of the proposed development has provided a compact form.
2.3.1.4	Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.	The City has established targets. The proposed development will assist in meeting those targets as the Site is located in an existing built-up area and will add new residential housing.
2.3.1.6	Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.	The Site has access to existing infrastructure and nearby public service facilities.
Chapter 3.1.1 – Infrastructure and Facilities	Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs.	The proposed development has access to full municipal services.  There are nearby public service facilities.
3.3.3 - Transportation	Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.	The proposed development will not have a negative impact on nearby transportation and infrastructure corridors.
3.6.2	Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized	The proposed development will be serviced by municipal sewer, water and storm, which is the preferred form of servicing for settlement areas.  A Servicing Report has been provided and summarized in Section 4.3.1 of this PRR.

PPS Policy #	Policy	Response
	servicing systems and decentralized servicing systems.	
4.1.1 – Natural Heritage	Natural features and areas shall be protected for the long term.	There are no natural heritage features that impact the Site.
Chapter 5.1.1 – Protecting Public Health and Safety	Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.	<p>There are no natural or human-made hazards that apply to this Site.</p> <p>There is no risk to the public.</p> <p>The Site is outside the ERCA regulated area.</p>

Therefore, the proposed development is consistent with the PPS.

**5.1.2 Official Plan**

The City of Windsor Official Plan (OP) was adopted by Council on October 25, 1999, approved in part by the Ministry of Municipal Affairs and Housing (MMAH) on March 28, 2000, and the remainder approved by the Ontario Municipal Board (OMB) on November 1, 2002. Office consolidation version is dated September 7, 2012.

The OP implements the PPS and establishes a policy framework to guide land use planning decisions related to development and the provision of infrastructure and community services throughout the City.

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

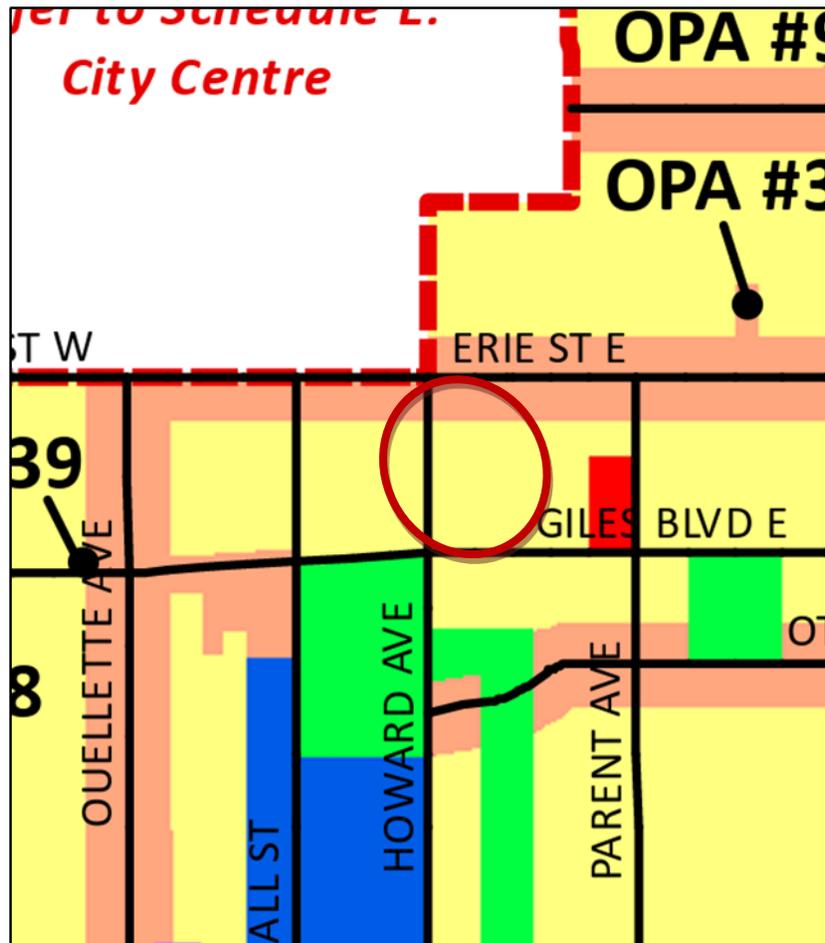


Figure 4 –OP

The Site is also subject to the following:

- Schedule A-1 - Special Policy Areas – Traditional Commercial Street (Howard Avenue)
- Schedule 'C-1' - Archaeological Potential – Archaeological Potential Zone
- Schedule 'F' - Roads & Bikeways - Class II Arterial Road (Howard Avenue)
- Schedule 'G' - Civic Image - Civic Way (Howard Avenue)

It is proposed to maintain the existing land use designation.

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

OP Policy #	Policy	Response
3.2.1.2 – Housing Variety	Encouraging a range of housing types will ensure that people have an opportunity to live in their neighbourhoods as they pass through the various stages of their lives.	<p>The proposed residential development supports one of the City's overall development strategies of providing for a range of housing types.</p> <p>The proposed development is close to transit and local amenities.</p>
3.3.3 - Neighbourhoods	<p>Neighbourhoods are the most basic component of Windsor's urban structure and occupy the greatest proportion of the City. Neighbourhoods are stable, <b>low-to-medium-density residential areas</b> and are comprised of local streets, parks, open spaces, schools, minor institutions and neighbourhood and convenience scale retail services.</p> <p>The three dominant types of dwellings in Windsor's neighbourhoods are single detached, semi-detached and townhouses.</p> <p>The density range for Windsor's neighbourhoods is between 20 to 35 units per net hectare.</p> <p>This density range provides for low and some medium-density intensification to occur in existing neighbourhoods. Multiple dwelling buildings with medium and high-densities are encouraged at nodes identified in the Urban Structure Plan.</p>	<p>The proposed residential development is in an existing built-up area of the City.</p> <p>The proposed residential dwelling units will blend with the surrounding area.</p> <p>The development is considered low density.</p> <p>The Site offers appropriate infilling within the existing settlement area.</p> <p>The area has access to nearby amenities, such as public spaces, commercial nodes, and recreational activities.</p> <p>The proposed density offers an opportunity to efficiently use municipal infrastructure.</p> <p>The Site will provide for more housing in an existing built-up area.</p>

<b>OP Policy #</b>	<b>Policy</b>	<b>Response</b>
4.0 – Healthy Community	The implementing healthy community policies are interwoven throughout the remainder of the Plan, particularly within the Environment, Land Use, Infrastructure and Urban Design chapters, to ensure their consideration and application as a part of the planning process.	<p>The proposed development will support the City's goal of promoting a healthy community (live, work and play).</p> <p>The proposed development is close to nearby transit, employment, shopping, local/regional amenities, and parks.</p>
6.0 - Preamble	A healthy and livable city is one in which people can enjoy a vibrant economy and a sustainable healthy environment in safe, caring and diverse neighbourhoods. In order to ensure that Windsor is such a city, Council will manage development through an approach which balances environmental, social and economic considerations.	The proposed development supports the policy set out in the OP as it is suited for the residential needs of the City.
6.1 - Goals	<p>In keeping with the Strategic Directions, Council's land use goals are to achieve:</p> <p>6.1.1 Safe, caring and diverse neighbourhoods.</p> <p>6.1.3 Housing suited to the needs of Windsor's residents.</p> <p>6.1.10 Pedestrian oriented clusters of residential, commercial, employment and institutional uses.</p> <p>6.1.14 - To direct residential intensification to those areas of the City where transportation, municipal services, community facilities</p>	<p>The proposed development supports the goals set out in the OP as it provides for housing that is suited to residents in this area of Windsor and is close to employment and schooling opportunities.</p> <p>The Site offers an opportunity for residential intensification.</p>

OP Policy #	Policy	Response
	and goods and services are readily available.	
6.2.1.2 – Types of Development Profile	<p>For the purpose of this Plan, Development Profile refers to the height of a building or structure. Accordingly, the following Development Profiles apply to all land use designations on Schedule D: Land Use unless specifically provided elsewhere in this Plan:</p> <p><b>(a) Low Profile developments are buildings or structures generally no greater than three (3) storeys in height;</b></p> <p>(b) Medium Profile developments are buildings or structures generally no greater than six (6) storeys in height; and</p> <p>(c) High Profile developments are buildings or structures generally no greater than fourteen (14) storeys in height.</p>	<p>The proposed development of the 6 total residential dwelling units is considered a low profile building.</p> <p>The existing building is less than 3 storeys in height.</p>
6.3.1.1 - Residential	To support a complementary range of housing forms and tenures in all neighbourhoods.	<p>The proposed development provides for a new housing choice in an existing built-up area.</p> <p>The proposed development will blend with the built form of the neighbourhood.</p>
6.3.1.2	To promote compact neighbourhoods which encourage a balanced transportation system.	The existing neighbourhood has access to transportation options, including transit.
6.3.1.3 – Intensification Infill & Redevelopment	To promote residential redevelopment, infill and intensification initiatives in locations in accordance with this plan.	The Site provides an opportunity for infilling within an existing built-up area.

OP Policy #	Policy	Response
6.3.2.1 – Permitted Uses	Uses permitted in the Residential land use designation identified on Schedule D: Land Use include <b>Low Profile</b> , and Medium Profile dwelling units. High Profile Residential Buildings shall be directed to locate in the City Centre, Mixed Use Centres and Mixed Use Corridors.	It is proposed to construct a 6-plex (multiple dwelling), which are a permitted low profile use.
6.3.2.3 – Type of Low Profile Housing	For the purposes of this Plan, Low Profile housing development is further classified as follows: (a) <b>small scale forms: single detached, semi-detached, duplex and row and multiplexes with up to 8 units;</b> and (b) large scale forms: buildings with more than 8 units.	The proposed development is considered small scale.  A total of 6 units are proposed.
6.3.2.4 - Location	Residential intensification shall be directed to the Mixed Use Nodes and areas in proximity to those Nodes. Within these areas Medium Profile buildings, up to four (4) storeys in height shall be permitted. These taller buildings shall be designed to provide a transition in height and massing from low-profile areas. New residential development and intensification shall be located where: (a) There is access to a collector or arterial road; (b) Full municipal physical services can be provided; (c) Adequate community services and open spaces are available or are planned; and (d) Public transportation service can be provided.	The Site has access to major transportation networks.  Full municipal services are available.  Access to transit is available with bus stops nearby.

OP Policy #	Policy	Response
6.3.2.5 - Evaluation	<p>At the time of submission, the proponent shall demonstrate to the satisfaction of the Municipality that a proposed residential development within an area having a Neighbourhood development pattern is:</p> <p>(a) feasible having regard to the other provisions of this Plan, provincial legislation, policies and appropriate guidelines and support studies for uses:</p> <p>(i) within or adjacent to any area identified on Schedule C: Development Constraint Areas and described in the Environment chapter of this Plan; (ii) adjacent to sources of nuisance, such as noise, odour, vibration and dust; (iii) within a site of potential or known contamination; (iv) where traffic generation and distribution is a provincial or municipal concern; (v) and adjacent to heritage resources. (b) in keeping with the goals, objectives and policies of any secondary plan or guideline plan affecting the surrounding area; (c) In existing neighbourhoods, compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and amenity areas. In Mature Neighbourhoods as shown on Schedule A-1, compatible with the surrounding area, as noted above, and consistent with the streetscape, architectural style and materials, landscape character and setback</p>	<p>This PRR has addressed provincial legislation in Section 5.1.1 (PPS).</p> <p>There are no constraints.</p> <p>There are no nuisances.</p> <p>There is no contamination.</p> <p>Traffic generated from the proposed development is not expected to have any negative impact.</p> <p>1034-1040 Howard Avenue is a Listed Heritage Property under Part IV of the Ontario Heritage Act. However, the proposed development does not impact the heritage resource.</p> <p>The proposed development is in keeping with policies and plans.</p> <p>There are no secondary plans that impact the Site.</p> <p>The proposed development is compatible with the area as it is in keeping with the character of the existing neighbourhood.</p> <p>The existing height of the buildings will be kept low profile, similar to the existing dwellings in the area.</p> <p>The massing of the development will fit well on the size of the existing lot.</p>

OP Policy #	Policy	Response
	<p>between the buildings and streets; (d) provided with adequate off street parking; (e) capable of being provided with full municipal physical services and emergency services; and (f) facilitation a gradual transition from Low Profile residential development to Medium and/or High Profile development and vice versa, where appropriate, in accordance with Design Guidelines approved by Council.</p>	<p>The Site is not in a mature neighbourhood as shown on Schedule A-1 of the OP.</p> <p>Off street parking is provided.</p> <p>The Site is flat, which is conducive to easy vehicular movement.</p> <p>Full municipal services are available.</p> <p>The proposed development will be professionally designed and will comply to the OBC.</p> <p>The City of Windsor intensification guidelines will be followed.</p> <p>Most RD2.2 zone provisions shall comply, including parking. Some minor relief is being requested.</p>
7.0 - Infrastructure	<p>The provision of proper infrastructure provides a safe, healthy and efficient living environment. In order to accommodate transportation and physical service needs in Windsor, Council is committed to ensuring that infrastructure is provided in a sustainable, orderly and coordinated fashion.</p>	<p>The Site is close to nearby transit, has access to major transportation networks and can be serviced with full municipal services.</p> <p>There will be no negative impacts on the municipal system, and it will not add to the capacity in a significant way.</p>
8.11.2.13 – Civic Way	<p>Council will recognize the significance of roads designated as Civic Ways on Schedule G: Civic Image by:</p> <p>(a) enhancing the public rights-of-way along major entry points into Windsor consistent with a highly attractive and distinctive</p>	<p>There will be no negative impacts to the Civic Way.</p>

OP Policy #	Policy	Response
	image using unifying elements such as landscaping, fixtures and boulevard and median treatments; and (b) protecting and enhancing significant views and vistas, public space and heritage resources along the Civic Way.	
9.1.1 – Heritage Conservation	The identification, recognition, protection, conservation, enhancement and proper management of heritage resources.	<p>The Site is located adjacent to a listed heritage property recognized by Council on the Windsor Municipal Heritage Register.</p> <p>The subject property is located within the Archaeological Potential Zone.</p> <p>The proposed works are in the interior of an existing building; no land disturbances are proposed. Thus, a Stage 1 Archaeological Assessment is not required at this time.</p>
1.39.2 - Special Policy Area – Traditional Commercial Street	‘Traditional Commercial Streets’ are public rights-of-way designated on Schedule A-1: Special Policy Areas in the Primary Plan. The location of Traditional Commercial Streets generally aligns with Business Improvement Areas and designated Mainstreets identified on Schedule G: Civic Image. Vicinity of Traditional Commercial Streets is conceptually shown on Schedule A-1: Special Policy Areas in the Primary Plan.	There are no negative impacts on the special policy area.

Therefore, the proposed development conforms to the OP, and no amendment is required.

### 5.1.3 Zoning By-law

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

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

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

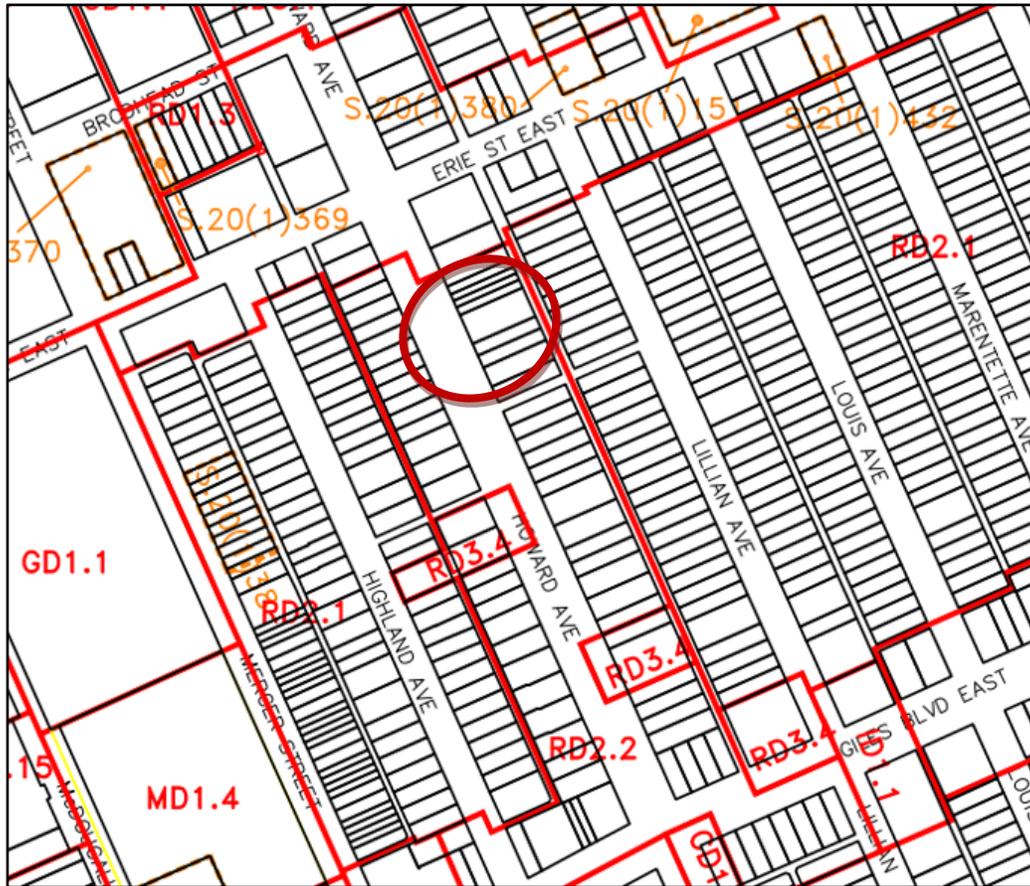


Figure 5 – ZBL

It is proposed to further amend the Site to a site-specific Residential District 2.2 (RD 2.2-S.20(1)XXX) category to permit the proposed multiple dwelling with 6 dwelling units as an additional permitted use.

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

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

Zone Regulations	Required RD2.2 Double Duplex Dwelling or Multiple Dwelling	Proposed	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	One (1) proposed Multiple Dwelling containing a maximum of six (6) dwelling units	Complies, subject to the approved ZBA
Lot Width – minimum	18.0 m	Existing	Complies
Lot Area – minimum	540.0 m <sup>2</sup>	Existing – 737.2 m <sup>2</sup>	Complies
Lot Coverage – maximum	45.0%	Existing	Complies
Main Building Height – maximum	9.0 m	Existing	Complies

Zone Regulations	Required RD2.2 Double Duplex Dwelling or Multiple Dwelling	Proposed	Compliance and/or Relief Requested with Justification
Front Yard Depth – minimum	6.0 m	Existing	Complies
Rear Yard Depth – minimum	7.50 m	Existing	Complies
Side Yard Width – minimum	1.20 m	Existing	Complies
Minimum Parking Requirements 24.20.5.1	Multiple Dwelling containing a minimum of 5 Dwelling units - 1.25 for each dwelling unit  <b>Total 6 x 1.25 = 7.5 (7 rounded down)</b>	7	Complies  Off street parking is also available in the area of the Site.  The Site is also pedestrian-friendly and close to transit.
Minimum Visitor Parking Spaces 24.22.1.1	Multiple Dwelling with a minimum of five dwelling units = 15 %	15 % - shall be marked	Complies
Minimum Accessible Parking Spaces 24.24.1.1	1 to 25  1 Type A 0 Type B  Total = 1	1	Complies
Minimum Bicycle Parking Spaces 24.30.1.1	1 to 9  Total = 0	0	Complies

Zone Regulations	Required RD2.2	Proposed	Compliance and/or Relief Requested with Justification
Minimum Loading Spaces 24.40.1.5	Double Duplex Dwelling or Multiple Dwelling  For a Multiple Dwelling with 9 - 1,000 m <sup>2</sup> or less  Total = 0	0	Complies
Construction and Maintenance of Parking Area 25.5.10.3	A curb shall bound the perimeter of a parking area and shall separate a landscaped open space yard, landscaped open space island or parking area separation from the parking area.	No curbs are proposed to bound the south and west sides of the parking area	Relief required
Construction and Maintenance of Parking Area 25.5.10.5	Any curb shall be constructed of poured in place concrete, shall be continuous and shall have a minimum width and height of 15.0 cm. Precast concrete, rubber, plastic or other curbing or a parking stop that is not continuous is prohibited.	Precast curbs are proposed in lieu of a continuous poured in place concrete curb along the west limit of the parking area.	Relief required
Parking Area Separation 25.5.20.1	Any Street – 3.00 m	N/A	Complies

Zone Regulations	Required RD2.2	Proposed	Compliance and/or Relief Requested with Justification
	<p>Double Duplex Dwelling or Multiple Dwelling</p> <p>An interior lot line or alley – 0.90 m</p>	<p>0 m</p>	<p>Relief is required.</p> <p>0 metres of parking area separation is provided from the south interior lot line.</p> <p>Parking space 5 requires a minimum width of 3.5 metres due to it flanking a fence.</p> <p>Relief is considered minor.</p>
	<p>A building wall in which is located a main pedestrian entrance facing the parking area – 2.00 m</p>	<p>&gt;2.00 m</p>	<p>Complies</p>
	<p>A building wall containing a habitable room window or containing both a main pedestrian entrance and a habitable room window facing the parking area where the building is located on the same lot as the parking area – 4.50 m</p>	<p>&gt;4.50 m</p>	<p>Complies</p>

Therefore, the proposed development conforms with the intent of the ZBL.

Further, all RD2.2 zone provisions shall comply with the exception of the following requested relief:

- *To permit an exemption from Construction and Maintenance of Parking Area Section 25.5.10.3,*
- *To permit an exemption from Construction and Maintenance of Parking Area Section 25.5.10.5, and*
- *To reduce an interior lot line or alley from 0.90 m to 0 m.*

## **6.0 SUMMARY AND CONCLUSION**

### **6.1 Context and Site Suitability Summary**

#### **6.1.1 Site Suitability**

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

- The land area is sufficient to accommodate the proposed development,
- The Site is flat, which is conducive to easy vehicular movement,
- The Site has access to full municipal water, storm and sewer systems,
- There are no anticipated traffic or parking concerns,
- There are no environmental concerns, and
- There are no hazards.

#### **6.1.2 Compatibility of Design**

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

There are no exterior renovations.

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

#### **6.1.3 Good Planning**

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

The proposed additional residential dwelling units will contribute toward infilling requirements.

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

The residential dwelling units will not put any additional stress on municipal infrastructure or the current Site.

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

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

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

There will be no negative impacts on the municipal system as the residential development is limited to low profile and will not add to the capacity in a significant way.

### 6.1.6 Social, Cultural and/or Economic Conditions

The proposed development does not negatively affect the social environment as the Site is in close proximity to major transportation networks, transit, parks, places of worship and community amenities.

The proposed development does not cause any public health and safety concerns.

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

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

There are no cultural heritage constraints.

## 6.2 Conclusion

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

This PRR has shown that the proposed development is consistent with the PPS, conforms with the intent and purpose of the City of Windsor OP and ZBL, and represents good planning.

### Planner's Certificate:

I hereby certify that this report was prepared by Tracey Pillon-Abbs, a Registered Professional Planner, within the meaning of the Ontario Professional Planners Institute Act, 1994.

**Tracey Pillon-Abbs, RPP**  
**Principal Planner**

