

# **PLANNING RATIONALE REPORT SCOPED**

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

**0 Pelissier Street,  
City of Windsor, Ontario**

**May 05, 2026**

**Prepared by:**



Tracey Pillon-Abbs, RPP  
Principal Planner  
Chatham, ON  
226-340-1232  
[tracey@pillonabbs.ca](mailto:tracey@pillonabbs.ca)  
[www.pillonabbs.ca](http://www.pillonabbs.ca)

# Table of Contents

1.0	INTRODUCTION	3
2.0	SITE AND SURROUNDING LAND USES	4
2.1	Legal Description, Ownership and Previous Use	4
2.2	Physical Features of the Site	5
2.2.1	Size and Site Dimension	5
2.2.2	Vegetation and Soil	5
2.2.3	Topography and Drainage	6
2.2.4	Other Physical Features	6
2.2.5	Municipal Services	6
2.2.6	Nearby Amenities	6
2.3	Surrounding Land Uses	7
3.0	PROPOSAL AND CONSULTATION	9
3.1	Development Proposal	9
3.2	Public Consultation	11
4.0	PROPOSED APPLICATION AND STUDIES	15
4.1	Zoning By-law Amendment	15
4.2	Other Applications	15
4.3	Supporting Studies	16
4.3.1	Services	16
5.0	PLANNING ANALYSIS	17
5.1	Policy and Regulatory Overview	17
5.1.1	Provincial Planning Statement	17
5.1.2	Official Plan	24
5.1.3	Windsor Intensification Guidelines	31
5.1.4	Zoning By-law	33
6.0	SUMMARY AND CONCLUSION	44
6.1	Context and Site Suitability Summary	44
6.1.1	Site Suitability	44

6.1.2	Compatibility of Design	44
6.1.3	Good Planning	44
6.1.4	Natural Environment Impacts	45
6.1.5	Municipal Services Impacts	45
6.1.6	Social, Cultural and/or Economic Conditions	45
6.2	Conclusion	46

## 1.0 INTRODUCTION

I have been retained by 2695185 Ontario Ltd. (herein the "Applicant") to provide a scoped land use Planning Rationale Report (PRR) in support of a proposed residential development for property located at 0 Pelissier Street (herein the "Site") in the City of Windsor, Province of Ontario.

The Site is currently owned by the City of Windsor and has been operated as a public parking lot since 1961.

The Site previously contained one two-unit dwelling and 11 single-unit dwellings built in 1900.

The Site is located within the City Centre Planning District (Ward 3).

The Applicant has an offer to purchase the Site from the City.

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

A total of 4 three-storey multiple dwellings, each containing 12 dwelling units, are proposed, for a total of 48 dwelling units.

The Applicant proposes to subdivide the Site into 8 lots. Each lot will contain one half of a 12-unit multiple dwelling (6 units per half), separated by a common interior wall. Each half is classified as a multiple dwelling.

Parking on-site is proposed. A total of 8 spaces will be provided per lot (32 spaces total).

The tenure of all 48 units will be rental.

Stage 1 pre-consultation (City File PC-005/26) was completed by the Applicant. Comments dated February 24, 2026 were received and have been incorporated into the proposed application.

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

The purpose of this scoped PRR 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 scoped 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 has been owned by the City of Windsor and has been used as a municipal parking lot since 1961. Prior to its use as a parking lot, the Site contained one two-unit dwelling and 11 single-unit dwellings, constructed circa 1900.

The Site is located within the City Centre Planning District (Ward 3).

The Site is a mid-block parcel, located on the west side of Pelissier Street between Wyandotte Street West to the north and Elliott Street West to the south (see the area outlined in red on Figure 1a – Key Map and Figure 1b – Air Photo).

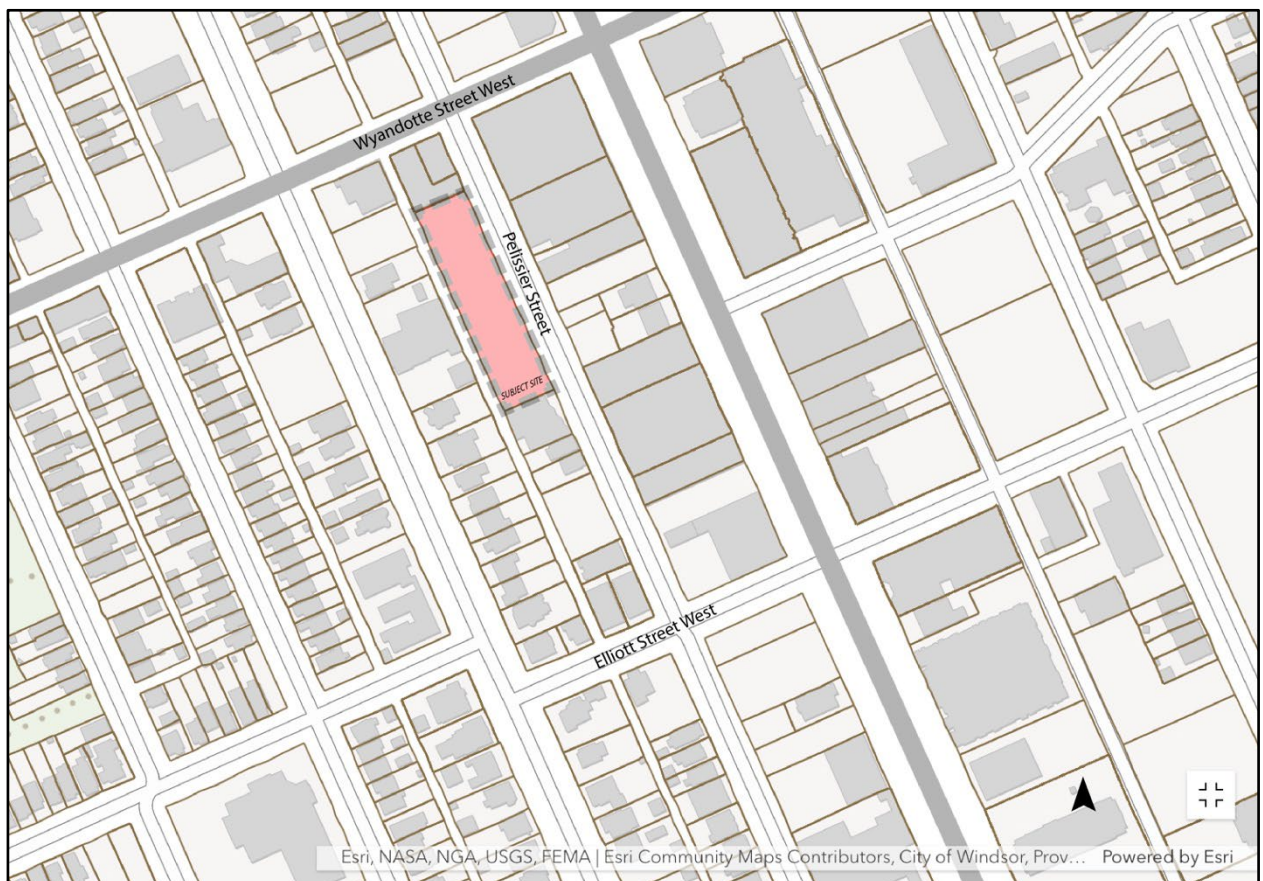


Figure 1a – Key Map (Source: City of Windsor GIS, Adobe Illustrator)



Figure 1b – Air Photo (Source: Google Earth, 05/09/2023, Adobe Illustrator)

The Applicant has an offer to purchase the Site from the City.

The Site is currently legally described and locally known as follows:

Address	ARN	Legal	PIN
0 Pelissier St, Windsor, Ontario	040-300-04100	Lots 34 to 45, inclusive, west side of Pelissier Street, Registered Plan 381, Windsor	01191-0253 LT

## 2.2 Physical Features of the Site

### 2.2.1 Size and Site Dimension

The Site consists of a total area (based on Registered Plan 381) of approximately 3,010.0 m<sup>2</sup> (0.30 ha).

The Site is a rectangular mid-block parcel with a frontage of approximately 109.73 m along Pelissier Street and a depth of approximately 27.43 m.

### 2.2.2 Vegetation and Soil

The site is currently fully paved and used as a surface parking lot.

There is no existing vegetation on the Site.

The City of Windsor has committed to undertaking a Phase I and Phase II Environmental Site Assessment (ESA) for the Site and to assisting with the filing of a Record of Site Condition (RSC), if required, as set out in the City's Expression of Interest (EOI 106-24).

### **2.2.3 Topography and Drainage**

The Site is flat and fully impervious in its current condition.

The Site is not within the regulated area of the Essex Region Conservation Authority (ERCA).

The Site is part of the Windsor Area Drainage system and drains to a combined sewer system from Victoria Ave., Elliot St. W., and Pelissier St.

The Site is not within a source water protection Event Based Area (EBA).

### **2.2.4 Other Physical Features**

The Site is accessed from Pelissier Street to the east and from a 6.1 m wide registered alley (per Registered Plan 381) to the west, which serves as the rear access.

There are existing light standards, a fire hydrant, sidewalk, and parking spots along the Pelissier Street frontage.

### **2.2.5 Municipal Services**

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

The Site is serviced by ENWIN Utilities Ltd. for hydro and water distribution. ENWIN has confirmed no objection to the proposed development, subject to maintenance of required clearances from existing distribution infrastructure.

There are fire hydrants located in proximity to the Site. The existing hydrant is proposed to be relocated.

Pelissier Street is identified as a Class II Collector Road.

The Site has access to transit and is located within walking distance of the downtown core.

There is a bike lane across Pelissier Street for cyclists.

### **2.2.6 Nearby Amenities**

The Site is located in the downtown core of the City of Windsor, one block west of Ouellette Avenue.

The surrounding area provides immediate access to a broad range of urban amenities, including:

- Commercial uses such as food service establishments, personal service shops, and retail along Ouellette Avenue and Wyandotte Street West, including restaurants, law offices, and convenience stores along Pelissier Street.
- Cultural and institutional uses, including the Art Gallery of Windsor, Windsor Public Library (Central Branch), Immaculate Conception Catholic Secondary School, and places of worship.
- Post-secondary education at the University of Windsor, accessible within a short commute from the Site.
- Parks and open space, including Bruce Avenue Park, with the Windsor Riverfront accessible within an approximately 15-minute walk.
- Employment lands and professional offices in the Central Business District.
- Transit service via Windsor Transit Crosstown Route 2 and Central Route 3, with a bus stop located on Wyandotte Street West.
- Active transportation infrastructure, including on-street cycling facilities and pedestrian connections throughout the downtown.

## 2.3 Surrounding Land Uses

The Site is situated within a transitional urban context, with mixed-use commercial and institutional development to the east and north, and low-profile residential uses to the west and south.

**North** – Wyandotte Street West forms the northern boundary. Lands to the north include low-profile mixed-use commercial and residential buildings fronting Wyandotte Street West, consistent with the Area in Vicinity of Traditional Commercial Street designation (Schedule A-1 of the OP). The area supports active street-level uses, including restaurants such as Pho and Keifuku Japanese, and is served by Windsor Transit Crosstown Route 2 and Central Route 3 bus stops at Wyandotte Street West.

**East** – Pelissier Street forms the eastern boundary. Lands to the east include a mix of low-to-medium profile commercial, residential, and institutional uses, including restaurants such as The Cook's Shop, law offices, and convenience stores. Ouellette Avenue, the primary commercial spine of downtown Windsor, is located approximately one block to the east.

**South** – Elliott Street West forms the southern boundary. Lands to the south along Pelissier Street include ground-floor commercial uses such as Big Mug Café, Franklin Clothing Store, and Montax Accounting, transitioning to low-profile residential uses further south and west toward the established residential neighbourhood adjacent to the downtown core.

**West** – The registered alley (6.1 m wide, per Registered Plan 381) forms the western boundary of the Site, beyond which are low-profile residential uses including single detached and semi-detached dwellings, as well as on-street parking spaces along the local residential streets.

Overall, the Site is located at the interface of Windsor's downtown commercial core and its adjacent residential neighbourhoods.

# 3.0 PROPOSAL AND CONSULTATION

## 3.1 Development Proposal

The Site has been owned by the City of Windsor and operated as a municipal parking lot since 1961. The Site is located within the City Centre Planning District (Ward 3).

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

The Applicant has an offer to purchase the Site from the City.

A concept plan has been prepared by Philip Fernandes Designs Inc. (see Figure 2a — Concept Plan).

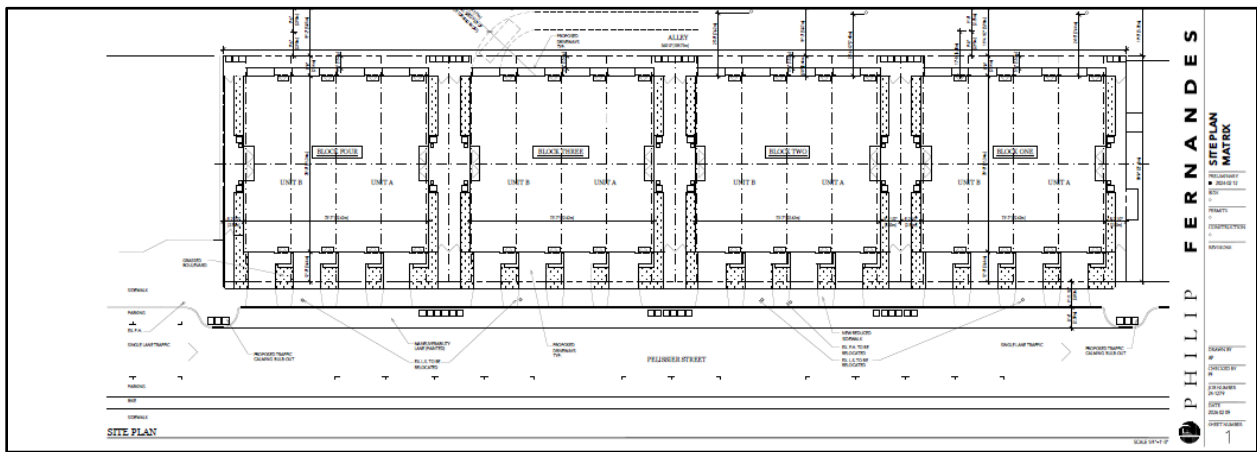


Figure 2a – Concept Plan (Source: Phillip Fernandes Designs Inc.)

The concept plan illustrates the proposed lot layout, comprising four blocks arranged linearly along the Pelissier Street frontage.

A total of 4 three-storey multiple dwellings, each containing 12 dwelling units, are proposed, for a total of 48 dwelling units.

The Applicant proposes to subdivide the Site into 8 lots. Each lot will contain one half of a 12-unit multiple dwelling (6 units per half), separated by a common interior wall. Each half is classified as a multiple dwelling

The 48 dwelling units are proposed across the four blocks, with the following unit mix:

- 32 two-bedroom units with single-car garages
- 8 accessible one-bedroom units
- 8 affordable, accessible one-bedroom units

The unit mix directly supports the City of Windsor's Housing Solutions Made for Windsor program by providing a range of housing options that address affordability, accessibility, and market demand within the downtown core.

The affordable one-bedroom units are committed at a lease rate equivalent to 30% of median renter income, which for Windsor and Essex County translates to approximately \$900 per month.

The Site is proposed to be subdivided into four blocks, each with a lot area of approximately 752.5 m<sup>2</sup> and a frontage (based on Registered Plan 381) of approximately 27.4 m along Pelissier Street.

The prepared elevations and renderings illustrate the proposed three-storey building as viewed from Pelissier Street.

The East Elevation is provided, with the West Elevation mirroring the same design (see Figure 2b – Elevations).

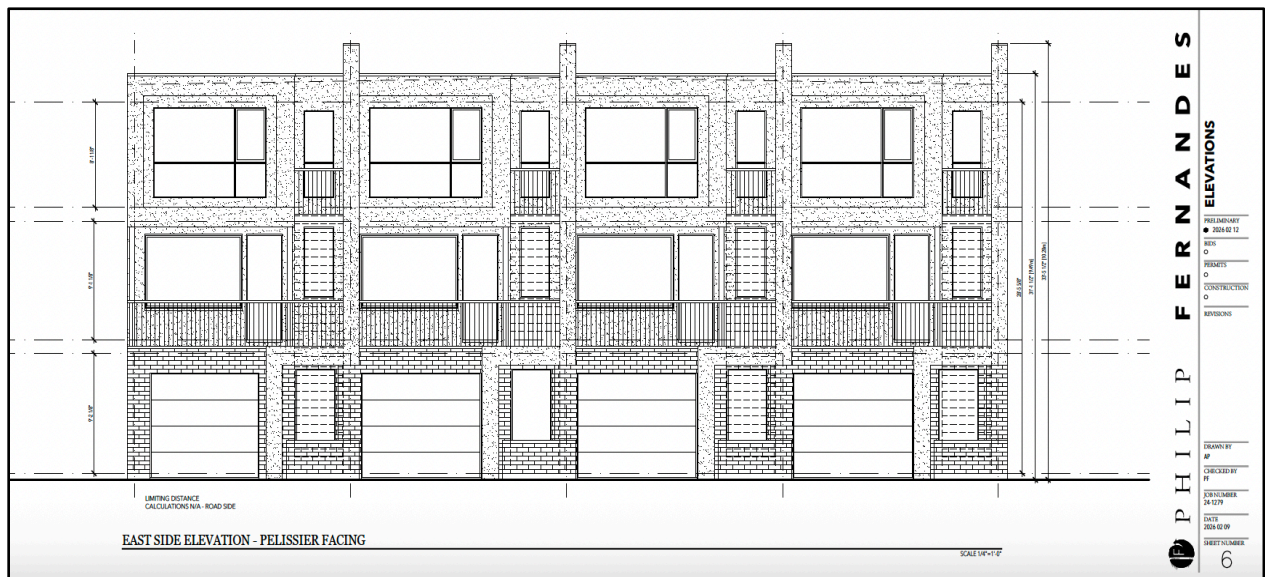


Figure 2b – Elevations

The elevations illustrate the proposed dwelling from ground level. The buildings feature active street-facing facades with ground-floor garage doors, elevated living areas, and balconies.

The total site GFA across all four blocks is 4,646 m<sup>2</sup>.

Based on the total site area of 0.30 ha and 48 proposed dwelling units, the proposed development yields a gross residential density of approximately 160 units per hectare (uph). This density reflects an appropriate level of intensification for a downtown infill site within a Mixed Use, Low Profile Area designation.

The tenure of all 48 units will be rental.

The proposed development will be serviced by full municipal infrastructure, including water, storm, and sanitary sewer, accessed from Pelissier Street and the registered alley to the west.

Parking is provided on-site via single-car garages integrated into the ground floor of each unit, accessed from Pelissier Street and the alley to the west.

Parking on-site is proposed. A total of 8 spaces will be provided per lot (32 spaces total).

A painted non-driving maneuverability lane is proposed along the Pelissier Street frontage to separate pedestrian movement from vehicle access.

Pelissier Street will operate as a single lane of traffic between Elliott Street West and Wyandotte Street West, providing a traffic calming benefit to the surrounding neighbourhood.

The following table summarizes the site statistics per block, as drawn from the architectural plans:

	<b>BLOCK 1</b>	<b>BLOCK 2</b>	<b>BLOCK 3</b>	<b>BLOCK 4</b>
LOT AREA	752.5 m <sup>2</sup> (8,100 sq. ft.)	752.5 m <sup>2</sup> (8,100 sq. ft.)	752.5 m <sup>2</sup> (8,100 sq. ft.)	752.5 m <sup>2</sup> (8,100 sq. ft.)
BUILDING FOOTPRINT	481.3 m <sup>2</sup> (5,180.4 sq. ft.)	481.3 m <sup>2</sup>	481.3 m <sup>2</sup>	481.3 m <sup>2</sup>
LOT COVERAGE	63.9%	63.9%	63.9%	63.9%
GFA	1,161.5 m <sup>2</sup> (12,503 sq. ft.)	1,161.5 m <sup>2</sup>	1,161.5 m <sup>2</sup>	1,161.5 m <sup>2</sup>
BUILDING HEIGHT	10.7 m (35 ft) 3 storeys	10.7 m (35 ft) 3 storeys	10.7 m (35 ft) 3 storeys	10.7 m (35 ft) 3 storeys
UNITS PER BLOCK	12	12	12	12
PARKING SPACES	8	8	8	8
FRONT YARD	12' -3.66m	12' -3.66m	12' -3.66m	12' -3.66m
REAR YARD	8' -2.3m	8' -2.3m	8' -2.3m	8' -2.3m
SIDE YARD	8' -2.5m	8' -2.5m	8' -2.5m	8' -2.5m

Figure Table 1 – Proposed Site Table

## 3.2 Public Consultation

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

As part of the public consultation strategy, and in addition to the statutory public meeting, an applicant-led public open house was held in a hybrid format on Wednesday, April 1, 2026, from 6:00 pm to 7:00 pm. The in-person session was held at Suite 101 – 531 Pelissier Street, Windsor (Realty One Office), with a virtual attendance option available via Zoom.

Notice of the open house was circulated to property owners and tenants within a 200 m radius of the Site in accordance with the City of Windsor Official Plan.

Three residents signed in at the in-person open house.

The open house provided members of the public with the opportunity to review the proposed site plan and architectural renderings, learn about the rezoning application, and share feedback and commentary on the proposed Site.

Overall, the feedback received was generally positive and supportive of the proposed downtown residential development.

The following summarizes the comments and questions received, along with the Applicant's responses.

Topic Item	Comments and Questions	Response	Applicant Response
General support	Supportive of increased residential density in the downtown core. More people living downtown is the right direction. Concern raised that sidewalk width is adequate to support walkability and therefore pedestrian safety.	Bob Cameron, Downtown Windsor Community Collaborative (email, April 2, 2026)	The Applicant acknowledges the importance of sidewalk width and walkability. The reduced sidewalk width of 2.59 m along Pelissier Street is supplemented by a dedicated painted non-driving maneuverability lane that separates pedestrian movement from vehicle access points. Pelissier Street will also operate as a single lane of traffic between Elliott Street West and Wyandotte Street West, providing a traffic calming benefit that improves the overall pedestrian environment.
	Detailed written submission raising concerns regarding garage doors located at the street frontage, including pedestrian safety hazards from reversing vehicles, sensor failures, reduced sidewalk visibility, and compatibility with Windsor's Vision Zero Policy (approved February 24, 2020) and walkability principles.	Peg Dörner, area resident, 718 Victoria Ave. (written submission, April 1, 2026)	<p>The Applicant takes these concerns seriously and notes that several design features have been incorporated specifically to address pedestrian and vehicular safety. The building depth was reduced from the original concept to improve sight lines between the garage aprons and the active pedestrian zone.</p> <p>A dedicated painted non-driving maneuverability lane is provided between the garage doors and the active travel lane on Pelissier Street, creating a buffer that separates reversing vehicles from vehicle traffic.</p> <p>Pelissier Street will operate as a single lane of traffic between Elliott Street West and Wyandotte Street West, reducing vehicle speeds and improving overall pedestrian safety consistent with the City's Vision Zero objectives.</p>

Topic Item	Comments and Questions	Response	Applicant Response
			<p>Turning templates and line-of-sight analyses are being prepared and will be submitted to the City.</p> <p>The Applicant also notes that all new vehicles sold in Canada are required to be equipped with backup cameras, providing an additional safety measure for reversing manoeuvres.</p> <p>The proposed development replaces a blank surface parking lot with an active residential streetscape, which introduces natural surveillance ("eyes on the street") and increases pedestrian activity which outcomes that are consistent with both Vision Zero principles and the walkability objectives cited in the written submission.</p>
Front door visibility	Concern that front doors appear recessed and may be difficult to identify from the street.	Nate Hope, area resident, 931 Dougall Ave (comment form, April 1, 2026)	The Applicant acknowledges this observation. The architectural renderings show a greater degree of visual inset than the dimensioned plans reflect. The final design confirms that front door placement and visibility will be addressed through the building permit and Site Plan Approval process to ensure compliance with AODA exterior path of travel requirements.

## **4.0 PROPOSED APPLICATION AND STUDIES**

Stage 1 pre-consultation (City File PC-005/26) was completed by the Applicant.

Comments dated February 24, 2026, were received and have been incorporated into the proposed application.

The required applications and supporting studies were identified through the pre-consultation process.

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

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

The Site is currently zoned Commercial District 3.6 (CD3.6) on Schedule A of the City of Windsor Zoning By-law No. 8600.

It is proposed to rezone the Site to a site-specific Residential District 3.1 (RD3.1 — S.20(1)[XXX]) category to permit the proposed development.

The site-specific zoning exception is required to address non-compliances between the standard RD3.1 zone provisions and the proposed development, as identified through the Stage 1 pre-consultation process.

All RD3.1 zone provisions shall apply except where relief is specifically requested through the site-specific exception.

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

### **4.2 Other Applications**

Prior to any construction or site alterations, the proposed development will require Site Plan Control (SPC) approval. The SPC process will address detailed site design matters, including grading, landscaping, exterior paths of travel, AODA compliance, refuse and recycling collection strategy, utility locations, turning templates, line-of-sight analysis, and building setback confirmation.

Exemption from Part Lot Control or Consent will be required to subdivide each of the four parcels into two lots, creating eight total parcels in accordance with the proposed demising wall configuration. An Exemption from Part Lot Control is not required to create the initial four parcels, provided the underlying lots on Registered Plan 381 are used to describe the transfer. The Exemption from Part Lot Control may be granted following approval of the ZBA, and at such time as the common demising walls can be legally described.

Municipal Address Assignment is required before the issuance of any building permits. An Application to Create or Change a Municipal Address Number, with the required fee, will be submitted to the Planning Division.

Building Permits will be required for all construction and must be obtained following the approvals noted above. Building permit applications will comply with the Ontario Building Code (OBC 2024).

## **4.3 Supporting Studies**

The following studies have been completed as part of this application for the ZBA.

### **4.3.1 Services**

A Service Report was prepared by King Engineering + Design Inc., dated April 7, 2026, and a Preliminary Functional Service Report (FSR) was prepared by King Engineering + Design Inc., dated April 19, 2026

The reports addressed the existing combined sewer system capacity and the anticipated impacts of the proposed development on sanitary and stormwater infrastructure.

It was concluded that the proposed development can be serviced.

# 5.0 PLANNING ANALYSIS

## 5.1 Policy and Regulatory Overview

### 5.1.1 Provincial Planning Statement

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

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

The City of Windsor has committed to building 13,000 new homes by 2031 under the province's Building Faster Fund program. In 2024, Windsor broke ground on 2,306 new homes, 213% of its provincial target for the year, earning \$5.2 million in provincial funding (CBC News, August 12, 2025).<sup>1</sup>

The proposed development directly contributes to this target by adding 48 new rental units on a City-identified, shovel-ready site in the downtown core. The Pelissier Park development represents an investment of approximately \$16.8 million and will deliver a three-storey townhome development that increases density in a form that fits the scale and character of the surrounding downtown neighbourhood (City of Windsor, March 25, 2026).

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

PPS Policy #	Policy	Response
Chapter 1 - Vision	Ontario will increase the supply and mix of housing options, addressing the full range of housing affordability needs. Every community will build homes that respond to changing market needs and local demand. Providing a sufficient supply with	The proposed development provides 48 new purpose-built rental dwelling units in downtown Windsor, including 8 affordable accessible units. The City of Windsor has committed to building 13,000 homes by 2031 under the provincial Building Faster Fund. In 2024, Windsor achieved 213% of its annual provincial housing target, receiving \$5.2 million in provincial funding (CBC News, August 12, 2025). <sup>1</sup> The proposed development directly supports the City's housing supply objectives on a municipally-identified, shovel-ready site.

<sup>1</sup> <https://www.cbc.ca/news/canada/windsor/windsor-provincial-housing-money-2024-targets-1.7606997>

PPS Policy #	Policy	Response
	the necessary mix of housing options will support a diverse and growing population and workforce, now and for many years to come.	
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 and available for residential development; and b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.	The proposed ZBA will bring the Site into a suitably zoned residential category, directly supporting the City's ability to maintain required residential land supplies. The Site is immediately available, fully serviced, and identified under the Housing Solutions Made for Windsor strategy as having significant and immediate development potential (City of Windsor EOI 106-24).
2.1.6	Planning authorities should support the achievement of complete communities by: a) accommodating an appropriate range and	The Site is located in the downtown core with immediate access to commercial uses, employment, Windsor Transit Routes 2 and 3, parks, institutional uses (Immaculate Conception CSS, University of Windsor), and the Windsor Riverfront (approximately 15-minute walk). The unit mix includes 8 affordable and 8 accessible units

PPS Policy #	Policy	Response
	<p>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>directly addressing housing for people of all ages and abilities.</p>
2.1.6	<p>c) Improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.</p>	<p>The development includes 8 affordable accessible one-bedroom units at a rent equivalent to 30% of median renter income. The City's development partner Brent Klundert of BK Cornerstone Design Build has confirmed the affordable units are pegged at approximately \$900/month, consistent with CMHC affordability standards (CBC News, March 2026: <a href="https://www.cbc.ca/news/canada/windsor/48-unit-residential-complex-set-to-open-on-pelissier-street-next-year-developer-says-9.7142228">https://www.cbc.ca/news/canada/windsor/48-unit-residential-complex-set-to-open-on-pelissier-street-next-year-developer-says-9.7142228</a>). This directly addresses equity-deserving groups in the downtown core.</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</p>	<p>The proposed development satisfies all four limbs of this policy, bringing a Missing Middle housing option into the neighbourhood. It provides a range of housing diversity from market two-bedroom units, affordable and accessible living spaces. The Project ensures an efficient use of the 200m site.</p> <p>The proposed development supports the City's targets.</p>

PPS Policy #	Policy	Response
	<p>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 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> <p>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</p> <p>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</p>	<p>The needs of the residents can be accommodated as the Site is located near local amenities.</p> <p>The Site offers an opportunity for intensification and infilling.</p> <p>The proposed gross density of 160 per hectare is appropriate for the Site.</p> <p>The four proposed 12 unit multiple dwellings are compatible with and appropriate for the area.</p> <p>Residents will have access to nearby transit and active transportation (Routes 2 and 3, directly serving Wyandotte Street).</p>

PPS Policy #	Policy	Response
	<p>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;</p> <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 transit, including corridors and stations.</p>	
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 within the established settlement area of Windsor's City Centre Planning District, identified as a Growth Centre on Schedule J of the OP. The proposed development directs residential growth to the appropriate location within the existing built-up area.
2.3.1.2	<p>Land use patterns within settlement areas should be based on densities and a mix of land uses which:</p> <p>a) efficiently use land and resources;</p>	<p>The total density of the proposed development is considered appropriate as it will not hinder any privacy issues of casting shadows on abutting properties.</p> <p>The proposed development achieves a gross density of 160 uph on a 0.30 ha site, optimizing existing full municipal servicing.</p>

PPS Policy #	Policy	Response
	<p>b) optimize existing and planned infrastructure and public service facilities;</p> <p>c) support active transportation;</p> <p>d) are transit-supportive, as appropriate</p>	<p>The Site offers an opportunity for adding infill residences in a site that was a parking lot.</p> <p>The proposed height of 9.3 m and massing of the dwellings, which aligns with the range of mid-rise, two-storey and single storey buildings in the surrounding urban fabric. The Site will blend with the existing residential uses in the area.</p> <p>Residents will have immediate access to shopping, employment, recreational areas and institutional uses.</p> <p>Transit is available for the area.</p> <p>Active transportation is available in the area.</p>
2.3.1.3	<p>Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.</p>	<p>The proposed development provides an infill opportunity of an existing parcel of land.</p> <p>The design of the proposed development has provided a compact form which follows the Missing Middle modern-day form for infill housing.</p> <p>The Pelissier Street Parking Lot is one of seven municipal properties identified under the City's Housing Solutions Made for Windsor strategy as having immediate development potential (City of Windsor: <a href="https://citywindsor.ca/newsroom/housing-solutions-made-for-windsor-future-development-update">https://citywindsor.ca/newsroom/housing-solutions-made-for-windsor-future-development-update</a>).</p> <p>Full municipal servicing infrastructure is confirmed and summarized in the required support studies in Section 4.3.1 of this scoped PRR.</p>
2.3.1.4	<p>Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.</p>	<p>The City has established a target of 13,000 new homes by 2031 under the Building Faster Fund. The proposed 48 units within the City Centre Planning District directly contribute to both the provincial housing target and the City's downtown intensification objectives.</p>
2.3.1.6	<p>Planning authorities should establish and</p>	<p>The Site has access to existing infrastructure and nearby public service facilities. Public service</p>

PPS Policy #	Policy	Response
	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.	facilities, including schools, parks, transit, and community services are existing and in proximity to the Site.
Chapter 3.1.1 – Infrastructure and Facilities	Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs.	Full municipal water, sanitary, and storm sewer services are available to the Site. The Preliminary Service Report (King Engineering, February 27, 2026, Project No. 26-003) confirms no adverse impact on the existing combined sewer system. ENWIN Utilities has confirmed that it has no objection to the proposed development.
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 does not impact any planned transportation corridors. Pelissier Street is a Class II Collector Road. The proposed single-lane traffic calming conversion between Elliott Street West and Wyandotte Street West is consistent with the City's Vision Zero Action Plan (approved January 15, 2024). Windsor Traffic Operations confirmed no concerns regarding the removal of on-street parking at this location (PC-005/26).
3.6.2- Municipal Servicing	Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.	The proposed development will be serviced by municipal sewer, water and storm, which is the preferred form of servicing for settlement areas.  The required support studies have been summarized in the required support studies in Section 4.3.1 of this scoped PRR.

PPS Policy #	Policy	Response
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. The Site is not within the regulated area of the Essex Region Conservation Authority (ERCA).
4.2 - Water	Planning authorities shall protect, improve or restore the quality and quantity of water by: b) minimizing potential negative impacts, including cross-jurisdictional and cross-watershed impacts;	The Preliminary Service Report confirms an approximate 77% reduction in site-specific stormwater discharge as a result of proposed SWM measures — a net environmental improvement over existing fully impervious conditions. No negative water quality or quantity impacts are anticipated.  A SWM report has been provided and summarized in section 4.3.1 of this PRR.
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.	The City has completed Phase 1 & 2 ESA's to address contaminants found on site. The City will submit and file a Record of Site Condition with the Ministry of the Environment, Conservation and Parks.  There is no risk to the public.  The Site is not within the ERCA regulated area.

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 on March 28, 2000, and the remainder approved by the Ontario Municipal Board on November 1, 2002. The 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 Mixed Use, Low Profile Area according to Schedule E — City Centre Planning District Land Use Plan of the OP (see Figure 4 — Official Plan Designation).

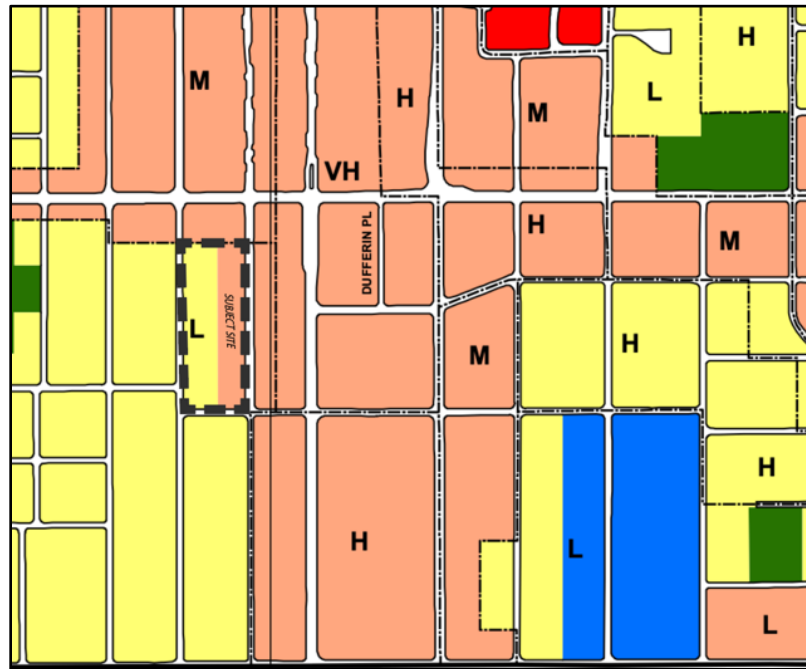


Figure 4 –OP – City of Windsor, Schedule E.

The Site is also subject to the following:

- Schedule 'A-1' – Area in Vicinity of Traditional Commercial Street
- Schedule 'F' – Class II Collector Road (Pelissier Street)
- Schedule 'J' – Growth Centre

It is the intent to maintain the same 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	The proposed development provides two-bedroom market rental units, accessible one-bedroom units, and affordable accessible one-bedroom units, which is a range that serves professionals, young

OP Policy #	Policy	Response
	through the various stages of their lives.	families, seniors, and equity-deserving households.
3.3.3-Neighbourhoods	<p>Neighbourhoods are the most basic component of Windsor's urban structure and occupy the greatest proportion of the City. Neighbourhoods are stable, low-to-medium-density residential areas and are comprised of local streets, parks, open spaces, schools, minor institutions and neighbourhood and convenience scale retail services.</p> <p>The three dominant types of dwellings in Windsor's neighbourhoods are single detached, semi-detached and <b>townhouses</b>.</p> <p>The density range for Windsor's neighbourhoods is between 20 to 35 units per net hectare.</p> <p>This density range provides for low and some medium-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 Site is located within the City Centre Planning District, identified as a Growth Centre on Schedule J, which is a node where higher densities are explicitly encouraged.</p> <p>The proposed residential dwelling units will blend with the neighbourhood, as there is a mix of housing types and densities.</p> <p>The Site offers appropriate infilling within the existing built up area. The three-storey building form is compatible in scale with the surrounding low-to-medium profile built environment.</p> <p>The Site has access to nearby amenities, such as public spaces, commercial nodes, and recreational activities.</p> <p>The proposed density offers an opportunity to efficiently use municipal infrastructure while providing appropriate space for parking and landscaping.</p>
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	The proposed development supports the City's healthy community objectives by providing new rental housing within walking distance of employment, transit, parks, schools, and community services, enabling residents to live, work, and play within the downtown core.

OP Policy #	Policy	Response
	application as a part of the planning process.	
5.0- Environment	A healthy and sustainable environment represents a balance between human activities and natural features and functions. In order to attain this balance, Council will enhance the quality of Windsor's natural environment and manage development in a manner that recognizes the environment as the basis of a safe, caring and diverse community and a vibrant economy.	<p>The Site is flat and fully impervious in its current condition. Stormwater management measures will result in a 77% reduction in site-specific discharge.</p> <p>New sidewalk connections and the pedestrian maneuverability lane will support active transportation.</p> <p>No natural heritage features are impacted.</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>The proposed development supports all four identified goals. It provides a diverse mix of rental housing suited to residents across income levels. The Site is pedestrian-oriented, one block from Ouellette Avenue, and served by Windsor Transit.</p> <p>Full municipal services are available and confirmed.</p> <p>The Site is an ideal candidate for residential intensification given its downtown location, City-ownership, and existing servicing capacity.</p>

OP Policy #	Policy	Response
	6.1.14 To direct residential intensification to those areas of the City where transportation, municipal services, community facilities and goods and services are readily available.	
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>(a) Low Profile developments are buildings or structures generally no greater than three (3) storeys in height;</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>	The proposed development is a Low Profile building at 3 storeys and 9.3 m, consistent with the Low Profile designation applicable to the Mixed Use, stands as a Low Profile Area designation on Schedule E of the OP. It is surrounded by, Low, Medium and High profile development typologies as designated on Schedule E of the OP.
6.11.1– Objectives, City Centre Planning District	Objectives include: fostering a vibrant mixed-use downtown; encouraging residential development to increase the downtown population; supporting pedestrian-oriented development; and enhancing the public realm and streetscape.	<p>The proposed development is consistent with all City Centre objectives. It adds 48 new rental units to the downtown population, activates a currently vacant surface parking lot, and contributes to a more pedestrian-oriented streetscape on Pelissier Street.</p> <p>The single-lane traffic calming conversion and dedicated vehicular maneuverability lane directly enhance the public realm.</p> <p>The City's Housing Solutions Made for Windsor (HSMFW) strategy identified the Pelissier Street Parking Lot as one of seven</p>

OP Policy #	Policy	Response
		key municipal sites for downtown housing development (City of Windsor: <a href="https://citywindsor.ca/newsroom/housing-solutions-made-for-windsor-future-development-update">https://citywindsor.ca/newsroom/housing-solutions-made-for-windsor-future-development-update</a> ).
6.11.3.1(a)- Development Profile Area Policies	Within the Mixed Use, Low Profile Area, development shall be of a Low Profile character, generally no greater than 3 storeys. Additional height may be considered where supported by adequate site servicing.	<p>The proposed development is 3 storeys and 9.3 m, fully consistent with the Low Profile character required by this policy.</p> <p>No additional height above the Low Profile threshold is sought.</p> <p>There is adequate site servicing.</p> <p>The required support studies have been summarized in Section 4.3.1 of this scoped PRR.</p>
6.11.4.1– Permitted Uses, Mixed Use–Low Profile Area	Permitted uses include residential, retail, offices, and compatible institutional uses.	The Mixed Use land use designation permits standalone residential uses.
6.11.4.2– Evaluation Criteria	<p>Proposals shall be evaluated against:</p> <p>(a)(iii) where traffic generation and distribution is a provincial or municipal concern; and</p> <p>(a)(iv) adjacent to heritage resources;</p> <p>(c) capable of being provided with full municipal physical services;</p> <p>(d) provided with adequate off street parking;</p> <p>(e) compatible with the surrounding area in terms of scale, massing, height, siting, setbacks, parking and landscaped areas; and</p>	<p>There are no traffic concerns.</p> <p>The Site does not impact any adjacent heritage resources.</p> <p>The Site has access to full municipal services.</p> <p>Parking is provided on-site.</p> <p>The Site will be built to be compatible with the area.</p> <p>Residential uses are proposed at grade. While the guideline anticipates residential uses above grade where appropriate, the proposed grade-related residential units are suitable in this context. The surrounding built form is grade-oriented units that provide a compatible interface with adjacent properties. The design incorporates façade articulation to ensure a high-quality streetscape. As a result, the intent of the</p>

OP Policy #	Policy	Response
	(f) provided with residential uses above-grade, where appropriate.	guideline is to ensure livability, privacy, and an active, pedestrian-friendly frontage and is achieved through a grade-related residential condition.
6.11.4.3 Design Guidelines	<p>The following guidelines shall be considered when evaluating the design of a proposed Mixed Use development in the City Centre Planning District:</p> <p>(a) the ability to achieve the associated policies as outlined in the Urban Design chapter of this Plan;</p> <p>(b) the mass and scale of buildings, and the extent to which their orientation, form, and siting help to achieve a compact urban form;</p> <p>(c) at least one building wall is located on an exterior lot line;</p> <p>(d) permanent loading, service and parking areas should be located so as not to significantly interrupt the pedestrian circulation or traffic flow on the public right-of-way or within a Mixed Use area;</p> <p>(e) mid-block vehicular access to properties will generally be discouraged and encouraged via a rear yard service road or alley;</p> <p>(f) safe and convenient pedestrian access between</p>	<p>Urban design has been considered. The final design of the proposed development will be subject to SPC review.</p> <p>The mass and scale of the proposed development is appropriate for the Site. The proposed 3-storey massing is consistent with Low Profile character.</p> <p>There is no building wall located on the exterior lot line. While the guideline encourages at least one building wall to be located on the exterior lot line to reinforce a strong street edge, the proposed development achieves the same intent through alternative means. The building is set back from the exterior lot line to enhance visibility and improve safety for both pedestrians and vehicular operators. The building will also create a buffer between the dwelling units and the public right-of-way, providing additional space and enhanced comfort for residents.</p> <p>Parking is provided and does not interrupt traffic flow. Parking is accessed from the rear alley as well as Pelissier Street, which is appropriate for the proposed development.</p> <p>Vehicular access is provided in a safe way. Movements within the public realm are not affected.</p> <p>Pedestrian movement has been taken into consideration. Pedestrian connectivity via sidewalk and connections to the alley and street network. Pedestrian routes remain continuous and unobstructed.</p>

OP Policy #	Policy	Response
	<p>buildings and public transportation stops, parking areas and other buildings and facilities should be provided;</p> <p>(h) integration of the development with the surrounding uses to contribute to the unique character of the area.</p>	<p>Regarding the guideline which generally discourages mid-block vehicular access, this direction is intended for contexts where alternative access such as a rear lane is feasible. In this case, the Site is accessed from Pelissier Street to the east and from a 6.1 m wide registered alley (per Registered Plan 381) to the west, which serves as the rear access.</p> <p>Compatible with adjacent mixed-use and residential context.</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>

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

### 5.1.3 Windsor Intensification Guidelines

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

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

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

Guideline Policy #	Policy	Response
1.7- Compatible Development	“Compatible Development” is an overarching principle of good planning, applicable	The proposed development is compatible with its surrounding context. The three-storey building form, 9.3 m height, and residential use

Guideline Policy #	Policy	Response
	throughout the City of Windsor, and its definition needs to be clearly understood, and applied indifferent ways, in different contexts throughout the City.	are compatible with the low-to-medium profile built environment in the area. The development does not create adverse impacts related to privacy, shadow, or visual intrusion on abutting properties. The conversion of a surface parking lot to active residential use is a net improvement to the streetscape and neighbourhood character.
2.5 – Low Profile Apartments	There is some demand for development of Low Profile apartment buildings in the stable and mature neighbourhoods. The City has a number of good examples of existing low profile walk up apartments that are compatible in scale and landscape character with adjacent lower density forms of housing. However, there is a very fine balance between allowing new low profile apartments within the context of a historic neighbourhood and maintaining the character of existing built and landscape form. The intent of these Guidelines is to translate the characteristics of the historic Low Profile apartment buildings found in Windsor to a more modern apartment building form. Similar to the objectives for townhouses, the objectives of Urban Design Guidelines with respect to low profile apartment buildings are to: <ul style="list-style-type: none"> <li>• Ensure a mass, height and character that is</li> </ul>	<p>The proposed development is a Low Profile multiple dwelling at 3 storeys and 9.3 m, consistent with the definition and intent of this guideline.</p> <p>The building provides a built form transition between the active commercial uses to the north and east and the residential neighbourhood to the west.</p> <p>Parking is integrated into the ground floor via individual single-car garages accessed from the rear alley.</p> <p>A dedicated vehicle maneuverability lane is proposed along the Pelissier Street frontage to mitigate garage impacts on pedestrian movement.</p>

Guideline Policy #	Policy	Response
	compatible with the character of the neighbourhood; • Ensure that new buildings do not impact adjacent residents such as through loss of privacy or sunlight; • Ensure that the landscape treatment of the front yards contributes to sustaining the lush and green landscape character of the neighbourhood; and, • Ensure that the street view is not dominated by parking.	

Therefore, the proposed Development is consistent with the Windsor Intensification Guidelines.

#### 5.1.4 Zoning By-law

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

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

The Site is currently zoned "Commercial District 3.6 (CD3.6)" on Map No. 7 of the City of Windsor Zoning By-Law 8600 (see Figure 5 – ZBL).

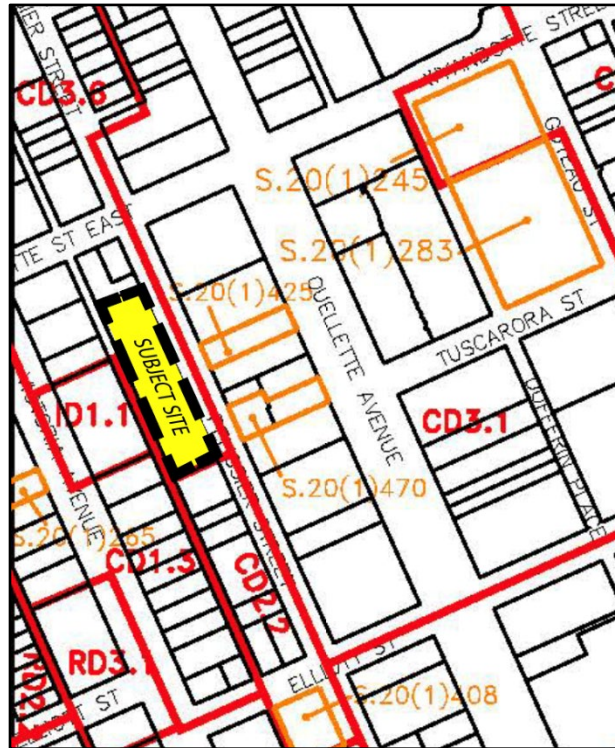


Figure 5 – ZBL – Map 7 – City of Windsor Zoning By-law 8600

It is proposed to rezone the Site to a site-specific Residential District 3.1 (RD3.1 — S.20(1)[XXX]) category to permit the proposed development of a multiple dwelling.

A *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. Within a multiple dwelling, each unit has its own access to the building, or a common corridor designed and intended for residential occupancy.

A review of the RD3.1 zone provisions, as set out in Section 12.1 of the ZBL-8600, is as follows:

Zone Regulations	Required RD3.1	Proposed	Compliance and/or Relief Requested with Justification
Permitted Uses	Double Duplex Dwelling Duplex Dwelling Lodging House <b>Multiple Dwelling</b> Religious	<b>Multiple dwelling — 48 units across 4 blocks, 12 units per block</b>	Complies, subject to the ZBA.

Zone Regulations	Required RD3.1	Proposed	Compliance and/or Relief Requested with Justification
	Residence Residential Care Facility Semi-Detached Dwelling Single Unit Dwelling (Existing) Townhome Dwelling Any use accessory to any of the preceding uses		
Minimum Lot Frontage	18.0 m	27.4 m per block	Complies
Minimum Lot Area	Interior lot, 12 units: 540 m <sup>2</sup> (first 4 units) + 85 m <sup>2</sup> × 8 additional units = <b>1,220 m<sup>2</sup> per block</b>	<b>752.5 m<sup>2</sup> per multiple dwelling</b>	<p>Site-specific exception required — minimum 752.5 m<sup>2</sup> per multiple dwelling.</p> <p>The proposed lot area is below the standard RD3.1 requirement.</p> <p>Justified by the downtown infill context, the City's own EOI process identifying this Site for residential development, full municipal servicing availability, and the gross density of 160 uph appropriate to the Growth Centre designation.</p>
Maximum Lot Coverage	35.0%	<b>63.9% (say 64.0 %)</b>	<p>Site-specific exception required — maximum 64.0%.</p> <p>The increased lot coverage is a function of the downtown infill context and efficient use of a mid-</p>

Zone Regulations	Required RD3.1	Proposed	Compliance and/or Relief Requested with Justification
			<p>block parcel with no natural heritage or environmental constraints.</p> <p>The City's HSMFW strategy specifically identified this Site for higher-density residential use.</p>
Maximum Main Building Height	10.0 m — interior lot	9.3 m	Complies
Minimum Front Yard Depth	6.0 m	3.66 m (say 3.7 m)	<p>Site-specific exception required — minimum 3.7 m.</p> <p>General Provision 5.11.1 additionally requires a minimum 6.0 m setback from a garage wall facing an exterior lot line abutting a street — site-specific exception required for both provisions.</p> <p>The reduced front yard is consistent with the downtown urban context and is supplemented by a dedicated vehicle maneuverability lane on Pelissier Street.</p>
Minimum Rear Yard Depth	7.50 m	2.44 m	<p>Site-specific exception required — minimum 2.44 m.</p> <p>The reduced rear yard reflects the constrained depth of the Site (27.43 m)</p>

Zone Regulations	Required RD3.1	Proposed	Compliance and/or Relief Requested with Justification
			total) and the alley access configuration.
Minimum Side Yard Width	6.0 m where a habitable room window faces a side lot line; 3.0 m any other side yard	2.5 m	<p>Site-specific exception required — minimum 2.5 m.</p> <p>The reduced side yard is consistent with the linear row-housing typology and the mid-block parcel configuration.</p> <p>Limiting distance calculations prepared confirm compliance with OBC requirements for all exterior wall exposures.</p>
Minimum Landscaped Open Space Yard	35.0% of lot area	25% of lot area	<p>Site-specific exception required — minimum 25.0% of lot area.</p> <p>The reduced landscaped open space reflects the higher lot coverage associated with the downtown infill typology.</p> <p>Landscaping details will be confirmed through the mandatory Site Plan Approval process.</p>
Minimum Parking Requirements 24.20.5.1	<p>None for the first six dwelling units AND 1 for each additional dwelling unit.</p> <p>6 Parking Spaces required per Multiple Dwelling</p>	<p>8 spaces per multiple dwelling</p> <p>8 Parking Spaces per Multiple Dwelling where the subject property is subdivided into four parcels</p>	Complies

Zone Regulations	Required RD3.1	Proposed	Compliance and/or Relief Requested with Justification
	<p>where the subject property is subdivided into four parcels</p> <p>0 Parking Spaces required per Multiple Dwelling where each of the four parcels is subdivided through an Exemption from Part Lot Control or Consent to create eight total parcels.</p>	<p>4 Parking Spaces per Multiple Dwelling where each of the four parcels is subdivided through an Exemption from Part Lot Control or Consent to create eight total parcels.</p>	
<p>Minimum Visitor Parking Spaces 24.22.1.1</p>	<p>1</p>	<p>0</p>	<p>Relief is required</p>
<p>Minimum Loading Spaces 24.40.1.5</p>	<p>For a Multiple Dwelling with 9 or more dwelling units or a Residential Care Facility, the number of loading spaces shall be as shown in Table 24.50.1.5:</p> <p>4 Parcels</p> <p>Gross Floor Area: Over 1,000 m<sup>2</sup> to 7,500 m<sup>2</sup>:</p> <p>Required Number of Loading Spaces: 1</p>	<p>0</p>	<p>Relief is required</p>

Zone Regulations	Required RD3.1	Proposed	Compliance and/or Relief Requested with Justification
	<p>8 Parcels</p> <p>Gross Floor Area: Over 1,000 m<sup>2</sup> or less:</p> <p>Required Number of Loading Spaces: 0</p>		
Carport/Garage 5.11.1	Minimum 6.0 m setback from garage wall facing exterior lot line abutting a street	3.66 m	Site-specific exception required — 3.66 m addressed through front yard depth exception above.
Common Demising Wall (Additional provisions)	For a dwelling unit in a semi-detached dwelling or in a townhome dwelling, a door that opens to the rear yard shall be located a minimum of <b>1.20 m</b> from the centreline of the common wall between the dwelling units (recommended)	Lots divided by common interior lot line creating two multiple dwellings per block – 0.22 m from the centreline of the common wall between the dwelling units	<p>New requirement.</p> <p>Site-specific exception required — 0.22 m requested.</p> <p>Additional provisions per OBC.</p> <p>The abutting door of the unit is appropriately setback.</p> <p>Privacy will be maintained.</p>
Maximum front yard hard surface (Other provision)	60 % (recommended)	59 % proposed	<p>New requirement.</p> <p>59 % of the total area of the required front yard occupied by a hard surface for a walkway, driveway, access area, parking space, or any combination thereof shall not exceed 60% of the</p>

Zone Regulations	Required RD3.1	Proposed	Compliance and/or Relief Requested with Justification
			<p>required front yard (additional provision, no standard RD3.1 provision exists for this).</p> <p>The Site provides for appropriate drainage, as set out in Section 4.3.1 of this scoped PRR.</p>
Additional Provision (Other Provisions)	<p>Additional provisions that address the subdivision of the multiple dwelling by a common interior lot line, resulting in two multiple dwellings (sample language below):</p> <p>i. When a lot containing a multiple dwelling is divided in compliance with Part VI of the Planning Act by a common interior lot line, resulting in two multiple dwellings, the doors opening to the rear yard must be located at least 1.20 m from the centreline of the common wall between the dwellings</p>	0.22 m	<p>Relief required.</p> <p>From the demising wall that separates Unit A from Unit B.</p> <p>Additional provisions per OBC.</p>

Zone Regulations	Required RD3.1	Proposed	Compliance and/or Relief Requested with Justification
	<p>ii. When a lot containing a multiple dwelling is divided in compliance with Part VI of the Planning Act by a common interior lot line, resulting in two multiple dwellings, the following additional provisions shall apply:</p> <ol style="list-style-type: none"> <li>1. Lot Frontage - minimum equal to the width of the multiple dwelling plus any side yard as existing at the time of the lot division</li> <li>2. Lot Area - minimum as existing at the time of the lot division</li> <li>3. Lot Coverage - maximum as existing at the time of the lot division</li> <li>4. The by-law does not require an interior side yard along the common interior lot line for the portion of the multiple</li> </ol>		

Zone Regulations	Required RD3.1	Proposed	Compliance and/or Relief Requested with Justification
	dwelling that lawfully existed at the time of the lot division. 5. Landscaped Open Space, minimum - as existing at the time of the lot division (recommended)		

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

Further, all RD3.1 zone provisions shall comply with, except for the following requested relief and additional provisions identified:

- *Minimum lot area: 752.5 m<sup>2</sup> per multiple dwelling (in place of the standard 1,220 m<sup>2</sup> for a 12-unit multiple dwelling on an interior lot under Section 12.1.5.2);*
- *Maximum lot coverage: 64.0% (in place of the standard maximum of 35.0% under Section 12.1.5.3);*
- *Minimum front yard depth: 3.7 m (in place of the standard minimum of 6.0 m under Section 12.1.5.5);*
- *Minimum rear yard depth: 2.44 m (in place of the standard minimum of 7.50 m under Section 12.1.5.6);*
- *Minimum side yard width: 2.5 m (in place of the standard minimum of 6.0 m where a habitable room window faces a side lot line, and 3.0 m any other side yard, under Section 12.1.5.7);*
- *Minimum landscaped open space yard: 25% of lot area (in place of the standard minimum of 35% under Section 12.1.5.8);*
- *Minimum Visitor Parking Spaces: 0 (in place of 1 under Section 24.22.1.1);*
- *Minimum Loading Spaces: 0 (in place of 1 under Section 24.40.1.5);*
- *Permit a minimum of 3.66 m setback from garage wall facing exterior lot line abutting a street (under Section 5.11.1);*

- *Common demising wall provisions: when a lot containing a multiple dwelling is divided in compliance with Part VI of the Planning Act by a common interior lot line resulting in two multiple dwellings, the following shall apply: doors opening to the rear yard must be located at least 0.22 m from the centreline of the common wall; minimum lot frontage, lot area, lot coverage, landscaped open space yard, and maximum lot coverage shall be as existing at the time of lot division; no interior side yard shall be required along the common interior lot line for the portion of the multiple dwelling that lawfully existed at the time of lot division (additional provisions);*
- *Maximum front yard hard surface: 59 % of the total area of the required front yard occupied by a hard surface for a walkway, driveway, access area, parking space, or any combination thereof shall not exceed 60% of the required front yard (additional provision, no standard RD3.1 provision exists for this); and*
- *Additional provisions that address the subdivision of the multiple dwelling by a common interior lot line, resulting in two multiple dwellings:*
  - *When a lot containing a multiple dwelling is divided in compliance with Part VI of the Planning Act by a common interior lot line, resulting in two multiple dwellings, the doors opening to the rear yard must be located at least 0.22 m from the centreline of the common wall between the dwellings*
  - *When a lot containing a multiple dwelling is divided in compliance with Part VI of the Planning Act by a common interior lot line, resulting in two multiple dwellings, the following additional provisions shall apply:*
    - *Lot Frontage - minimum equal to the width of the multiple dwelling plus any side yard as existing at the time of the lot division*
    - *Lot Area - minimum as existing at the time of the lot division*
    - *Lot Coverage - maximum as existing at the time of the lot division*
    - *The by-law does not require an interior side yard along the common interior lot line for the portion of the multiple dwelling that lawfully existed at the time of the lot division.*
    - *Landscaped Open Space Yard as existing at the time of the lot - minimum division.*

## **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 Site is a fully serviced, mid-block parcel in the heart of downtown Windsor, identified by the City of Windsor as one of seven priority sites under the Housing Solutions Made for Windsor strategy, with significant and immediate potential for residential development.

- 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 proposed three-storey, 9.3 m multiple dwelling development is compatible with the surrounding area in terms of scale, massing, height, and siting.

The proposed building form is consistent with the low-profile character of the Mixed Use, low-profile area designation under Schedule E of the City of Windsor Official Plan and the three-storey low-profile apartment typology described in the City of Windsor Intensification Guidelines (Section 2.5).

The development provides a built form transition between the active commercial uses along Ouellette Avenue and Wyandotte Street West to the north and east, and the established residential neighbourhood to the west of the downtown core.

The proposed linear row-housing typology is appropriate for the mid-block parcel configuration and the Pelissier Street streetscape context.

The development replaces a surface parking lot, a blank, inactive land use, with an active residential streetscape that introduces natural surveillance, pedestrian activity, and a human-scale built environment. This represents a material improvement to the urban character of the block and the overall urban fabric.

#### **6.1.3 Good Planning**

The proposal represents good planning.

The proposed development directly addresses Windsor's housing needs by providing 48 new purpose-built rental units on a City-identified, shovel-ready downtown site. The City of Windsor has publicly announced that this development is critical to the Housing Solutions Made for Windsor strategy.

The proposed residential dwelling units contribute directly toward the City's commitment to build 13,000 homes by 2031 under the provincial Building Faster Fund. Windsor achieved 213% of its 2024 annual provincial housing target, earning \$5.2 million in provincial funding. The proposed development continues to support the City's ongoing momentum.

The additional 48 rental dwelling units will not place any undue stress on municipal infrastructure. The proposed density of 160 units per hectare is appropriate for the Growth Centre designation of the City Centre Planning District and represents a compact, transit-supportive form of development well suited to the Site's downtown location and proximity to Windsor Transit Routes 2 and 3.

Residential use on the Site represents an efficient development pattern that optimizes the use of land in an existing built-up area, makes full use of existing municipal servicing infrastructure, and supports the City's intensification and downtown revitalization objectives.

#### **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. The Site is not within a Source Water Protection Event Based Area (EBA).

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

There will be no negative impacts on the municipal system as the residential development is contained to four blocks and is designed not to add to the capacity in a significant way. All appropriate measures to sustain the servicing of the Site will be conducted.

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

The proposed development positively contributes to the social, cultural, and economic fabric of downtown Windsor.

The proposed development does not negatively affect the social environment. Rather, it directly improves it. The Site is currently a surface parking lot and has no impact on the neighbourhood's vitality. The completion of this site will enhance the Downtown Core for the City of Windsor and contribute to the curation of inviting residential homes that are consciously efficient and coordinated to address the Housing needs and Affordability crisis within the City.

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, as set out in the required support study.

## 6.2 Conclusion

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

This scoped PRR demonstrated that the proposed development is consistent with the PPS, conforms with the intent and purpose of the 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**

