

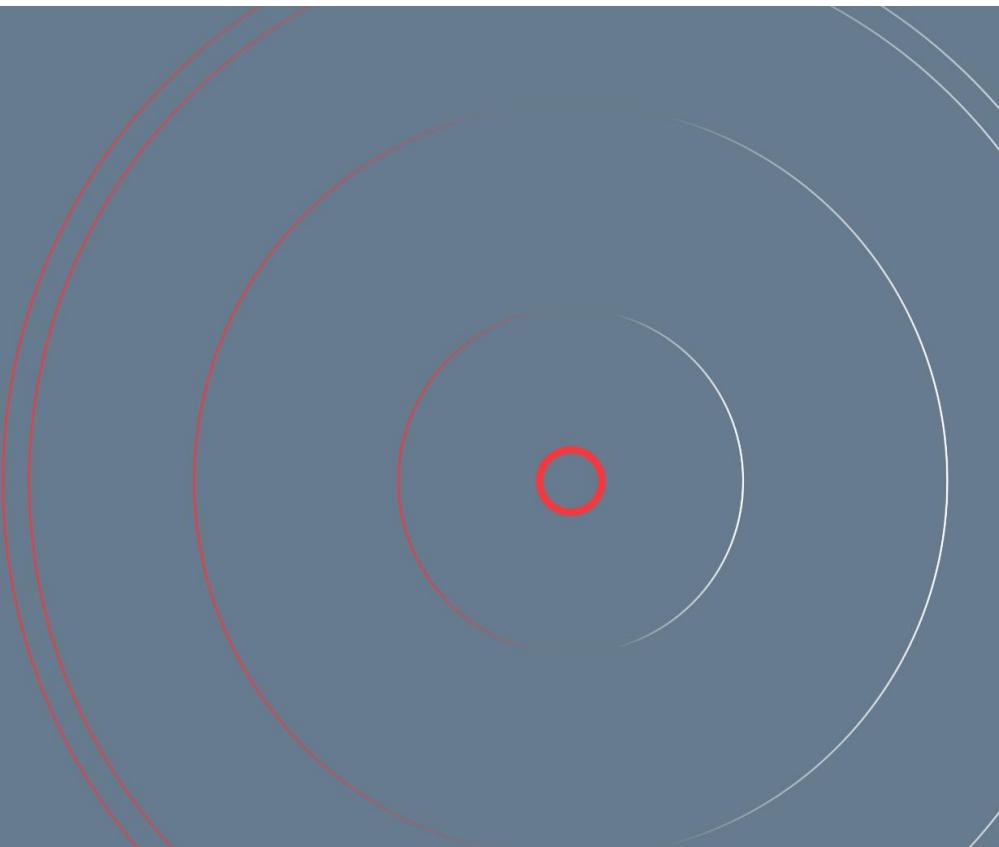
COUNTERPOINT | DILLON  
LAND DEVELOPMENT BY CONSULTING

J. RAUTI DEVELOPMENTS INC. AND 2601817  
ONTARIO LIMITED

# PLANNING JUSTIFICATION REPORT

3694 – 3738 Howard Avenue

JANUARY 2026 – 24-8813



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## APPENDICES

Appendix A – Provincial Planning Statement 2024

Appendix B – City of Windsor Official Plan

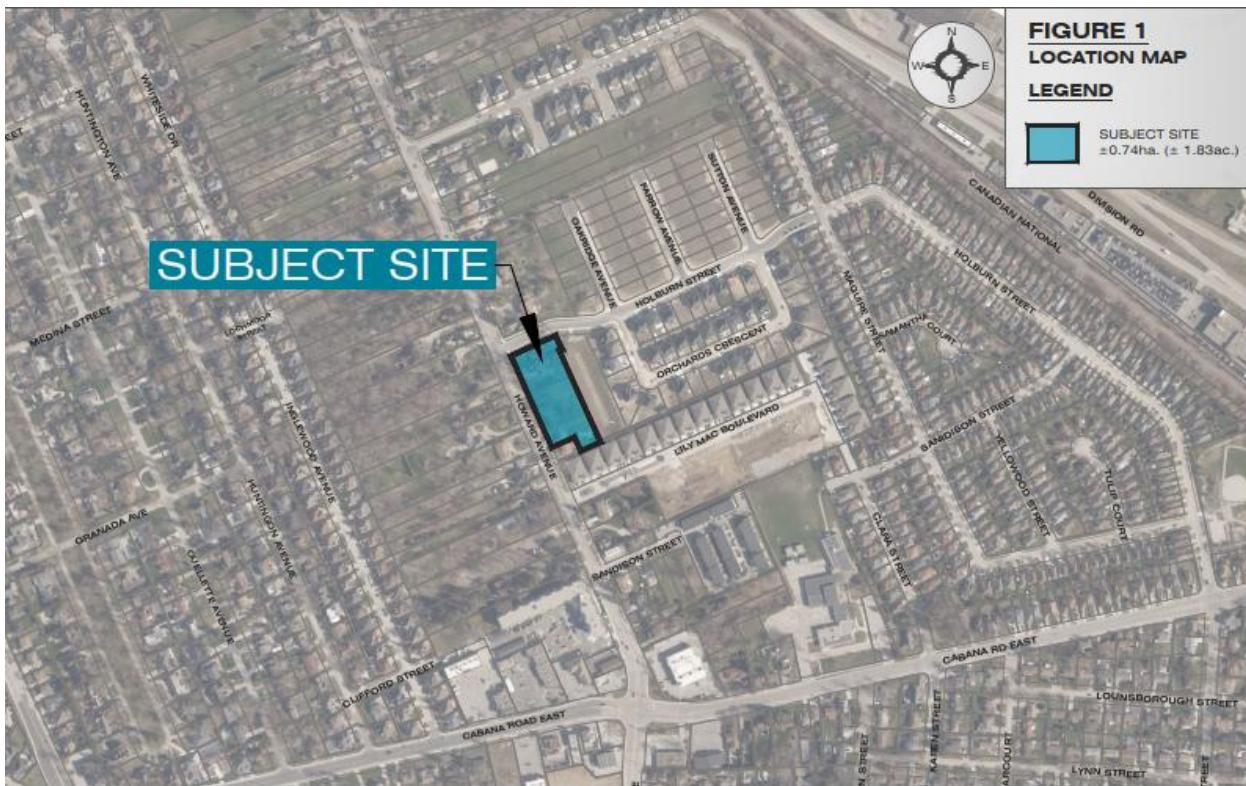
Appendix C – Rendering Package by ADA Inc.

# 1.0 INTRODUCTION

## 1.1 PURPOSE

Dillon Consulting Limited (Dillon) has been retained by J. Rauti Developments Inc. & 260817 Ontario Limited, herein referred to as the “applicant”, to assist in obtaining the necessary planning approvals associated with the proposed residential development located at 3694-3738 Howard Avenue, herein referred to as the “subject site”, in the City of Windsor (refer to **Figure 1: Location Map**). The following report supports the Zoning By-law Amendment application required to facilitate the proposed development.

**Figure 1: Location Map**



*Source: City of Windsor Online Mapping (2024), Prepared by Counterpoint Land Development by Dillon Consulting Limited*

## 1.2 DESCRIPTION OF SITE

The subject site is located at the northwest corner of Howard Avenue and Holburn Street (Refer to [Figure 1: Location Map](#)). The property is legally described as:

- Lots 33 to 42 (incl.) and Part of Lot 42 and Park of Block 'A' and all of Block 'B' Registered Plan 1259 in the City of Windsor.

The total site area under application is 7,413.7 m<sup>2</sup> (79,800.4 ft<sup>2</sup>), with approximately 59.4 metres (194.8 ft.) of frontage on Holburn Street, a local road, and 121.9 metres (399.9ft) along Howard Avenue, a designated Class II Arterial Road. Currently, the site is occupied by four (4) single detached residential dwellings and ancillary structures, which are proposed to be removed to facilitate redevelopment.

## 1.3 PROPOSED DEVELOPMENT

As shown in [Figure 2: Conceptual Site Plan](#), the proposed development consists of a six (6) storey Multiple Dwelling with 90 units, supporting the City's residential intensification and corridor revitalization objectives. Vehicular access to the development is proposed via Holburn Street, a local road, with the intention to reduce direct conflict with higher volumes of traffic on Howard Avenue, as well as contribute to traffic calming within the surrounding neighbourhood. This design promotes safer, slower vehicular movements and reduces cut-through traffic, thereby enhancing pedestrian safety and maintaining the residential character of Holburn Street.

112 surface parking spaces are proposed to be located at the rear of the building along with two (2) loading spaces, helping minimize the visual impact from the public realm and support a more pedestrian-oriented streetscape. This layout also promotes active transportation and transit use by reducing walking distances for residents and visitors accessing transit services along Howard Avenue.

A clear pedestrian pathway connects the building entrances to Holburn Street and the internal parking area, ensuring safe and direct access for residents and visitors. The proposed design enhances pedestrian safety and walkability through well-defined landscaped buffers and circulation areas around the building perimeter. The site directly abuts an existing stormwater management pond to the north, which provides an efficient and practical opportunity for stormwater drainage. It is anticipated that storm servicing for the development will tie into the existing storm pond, subject to confirmation through detailed engineering design and review by municipal staff. This approach minimizes the need for new off-site stormwater infrastructure, promotes sustainable site servicing, and aligns with best practices in low-impact development.

The six-storey building is oriented parallel to Howard Avenue, aligning with the street grid and optimizing solar exposure and visibility from the arterial corridor. The massing promotes efficient land use while ensuring compatibility with adjacent residential uses through transitional setbacks and buffer landscaping.

Refer to [Appendix C](#) for the Render Package prepared by Architectural Design Associates Inc.

Figure 2: Conceptual Site Plan

SITE DATA : ZONED HRD1.1 (BYLAW 8600) (STATS BASED OFF R03.2)			
a. LOT AREA	REQUIRED	PROPOSED	VARIANCE
a.	MIN. 4,629.0 m <sup>2</sup>	7,413.7 m <sup>2</sup>	-
b. LOT FRONTAGE (CORNER LOT)	MIN. 30.0 m	59.4 m	-
c. BUILDING AREA	-	1,838.4 m <sup>2</sup>	-
d. BUILDING LOT COVERAGE	MAX. 35.0 %	24.7 %	-
e. BUILDING GROSS FLOOR AREA (G.F.A.)	-	11,030.4 m <sup>2</sup>	-
f. BUILDING HEIGHT (CORNER LOT)	MAX. 24.0 m	20.9 m	-
g. BUILDING SETBACKS			
FRONT - NORTH	-	6.3 m	-
REAR - SOUTH	-	27.4 m	-
SIDE EXTERIOR - WEST	-	6.3 m	-
SIDE INTERIOR - EAST	-	25.2 m	-
h. NO. OF PARKING SPACES (INCLUDES ACCESSIBLE SPACES) 1.25 SPACES PER UNIT	112 SPACES	112 SPACES	-
i. NO. OF ACCESSIBLE PARKING SPACES 101 TO 200 SPACES TYPE 'A' TYPE 'B'	2 SPACES 2 SPACES	2 SPACES 3 SPACES	-
j. NO. OF LOADING SPACES G.F.A. 7,500m <sup>2</sup> TO 15,000m <sup>2</sup> SIZE = 3.0m x 7.5m x 3.5m	2 SPACE	2 SPACE	-
k. NO. OF REQUIRED BICYCLE PARKING SPACES 20 OR MORE	7 SPACES	10 SPACES	-
l. PAVED AREA COVERAGE	-	2,980.9 m <sup>2</sup>	40.2 %
m. LANDSCAPED OPEN SPACE HARD SOFT TOTAL COVERAGE		798.3 m <sup>2</sup> 1,798.1 m <sup>2</sup> 2,596.4 m <sup>2</sup>	35.0 %
n. LINEAR CONCRETE CURB	-	425.5 m	-
o. SITE DENSITY (CORNER LOT) 158 UNITS PER HECTARE	MAX. 140 UNITS	92 UNITS	-

LEGEND



UNIT COUNTS	
1ST FLOOR - 4(1A) 1-BED (830 f <sup>2</sup> ) (14 UNITS)	5TH FLOOR - 6(2A) 2-BED (1,135 f <sup>2</sup> ) (14 UNITS)
- 6(2B) 2-BED (1,135 f <sup>2</sup> )	- 4(2B) 2-BED (1,135 f <sup>2</sup> )
- 4(2C) 2-BED (1,055 f <sup>2</sup> )	- 2(2C) 2-BED (1,055 f <sup>2</sup> )
- 2(2D) 3-BED (1,680 f <sup>2</sup> )	- 2(3A) 3-BED (1,680 f <sup>2</sup> )
2ND FLOOR - 4(1A) 1-BED (830 f <sup>2</sup> ) (16 UNITS)	6TH FLOOR - 6(2A) 2-BED (1,135 f <sup>2</sup> ) (14 UNITS)
- 6(2B) 2-BED (1,135 f <sup>2</sup> )	- 4(2B) 2-BED (1,135 f <sup>2</sup> )
- 4(2C) 2-BED (1,055 f <sup>2</sup> )	- 2(2C) 2-BED (1,055 f <sup>2</sup> )
3RD FLOOR - 4(1A) 1-BED (830 f <sup>2</sup> ) (16 UNITS)	- 2(3A) 3-BED (1,680 f <sup>2</sup> )
- 6(2A) 2-BED (1,135 f <sup>2</sup> )	
- 4(2B) 2-BED (1,135 f <sup>2</sup> )	
- 2(2C) 2-BED (1,055 f <sup>2</sup> )	
4TH FLOOR - 4(1A) 1-BED (830 f <sup>2</sup> ) (16 UNITS)	TOTAL - 16 1-BEDROOM - 70 2-BEDROOM - 4 3-BEDROOM
- 6(2A) 2-BED (1,135 f <sup>2</sup> )	= 90 UNITS
- 4(2B) 2-BED (1,135 f <sup>2</sup> )	
- 2(2C) 2-BED (1,055 f <sup>2</sup> )	



2026/01/05	REVISED PARKING
2025/11/05	REVISED PARKING
2025/09/30	SPC STAGE 2 REVISION
2025/08/25	SPC STAGE 2 REVISION
2025/03/13	OWNER REVIEW
date (yyyy/mm/dd)	issued for:
general notes:	
1. THIS IS AN INSTRUMENT OF SERVICE ONLY AND IS THE PROPERTY OF THE ARCHITECT.	
2. DRAWINGS SHALL NOT BE SCALED.	
3. CONTRACTOR IS RESPONSIBLE FOR ALL DIMENSIONS AND CONDITIONS ON THIS DRAWING AND THIS CONTRACT DOCUMENT. THE ARCHITECT IS NOT RESPONSIBLE FOR THESE DIMENSIONS AND CONDITIONS SHOWN BY THESE DRAWINGS.	
4. ATTENTION IS DIRECTED TO PROVISIONS IN THE GENERAL CONDITIONS REGARDING CONTRACTOR'S RESPONSIBILITIES IN RELATING TO CONTRACT DOCUMENTS.	
5. IN THE EVENT THE ARCHITECT IS RETAINED TO REVIEW SHEET DRAWINGS, SUCH REVIEW IS ONLY TO CHECK FOR CONFORMITY WITH THE CONTRACT DOCUMENTS. THE INFORMATION GIVEN IN THE CONTRACT DOCUMENTS IS THE CONTRACTOR'S RESPONSIBILITY.	
6. CONTRACTOR IS RESPONSIBLE FOR NOTIFYING THE ARCHITECT IN WRITING OF THE EXISTENCE OF ANY OBSERVED VARIATIONS FROM THE CONTRACT DOCUMENTS AND ANY APPLICABLE CODES OR BY-LAWS.	
7. THE ARCHITECT IS NOT RESPONSIBLE FOR THE CONTRACTOR'S DESIGN OR TECHNIQUES IN THE CONSTRUCTION OF THIS PROPERTY.	
stamp:	
<b>A</b> Architectural <b>D</b> esign <b>A</b> ssociates inc. architect <b>1670 mercer street</b> <b>windsor ontario canada n8x 3p7</b> <b>ph 519.254.3430 fax 519.254.3642</b> <b>email - info@ada-architect.ca www.ada-architect.ca</b>	
project: PROPOSED RESIDENTIAL DEVELOPMENT 3694-3738 HOWARD AVENUE WINDSOR, ON	
client: RAUTI	
file: SITE PLAN	
scale: AS SHOWN	
drawn by: JT, DM	
checked by: JBK	
date: APRIL, 2024	
comm. no.: 2024-072	
sheet no.:	

A1.0

## 1.4 PLANNING POLICIES

The subject site is designated accordingly in the City of Windsor Official Plan, & Zoning By-law 8600 as follows:

### City of Windsor Official Plan – Schedule D: Land Use

- Mixed Use Corridor

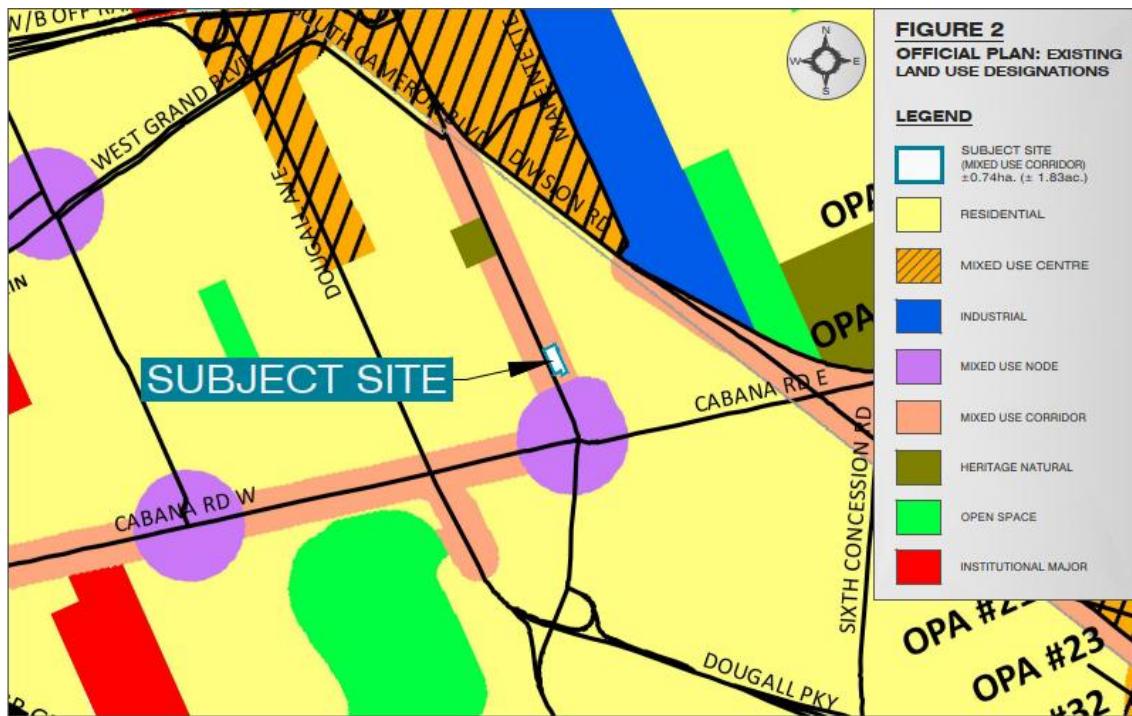
As indicated in **Figure 3: Existing City of Windsor Official Plan Designation**, the subject site is designated “Mixed Use Corridor” under the City’s Official Plan (Windsor OP). In July 2022, the City of Windsor adopted Official Plan Amendment No. 159 to provide direction and implement policies regarding intensification within the City. As per S.6.2.1.2, Medium Profile developments are buildings or structures generally no greater than six (6) storeys in height; and High-Profile developments are buildings or structures generally no greater than fourteen (14) storeys in height. As per the amended Official Plan policies (S.6.5.3.1), Medium and High-Profile residential uses either as stand-alone buildings or part of a commercial-residential residential buildings shall be throughout the Corridors. Further examination is provided in the Planning Analysis section of this Report on how the proposed development meets the criteria under Policy 6.5.3 of the Official Plan (OP) as amended by OPA #159. The proposed development is consistent with the policies found under the Windsor OP and an Official Plan Amendment will not be required.

### City of Windsor Zoning By-law 8600 – Schedule A: Zoning District Map

- Residential District 1.1 (RD1.1)

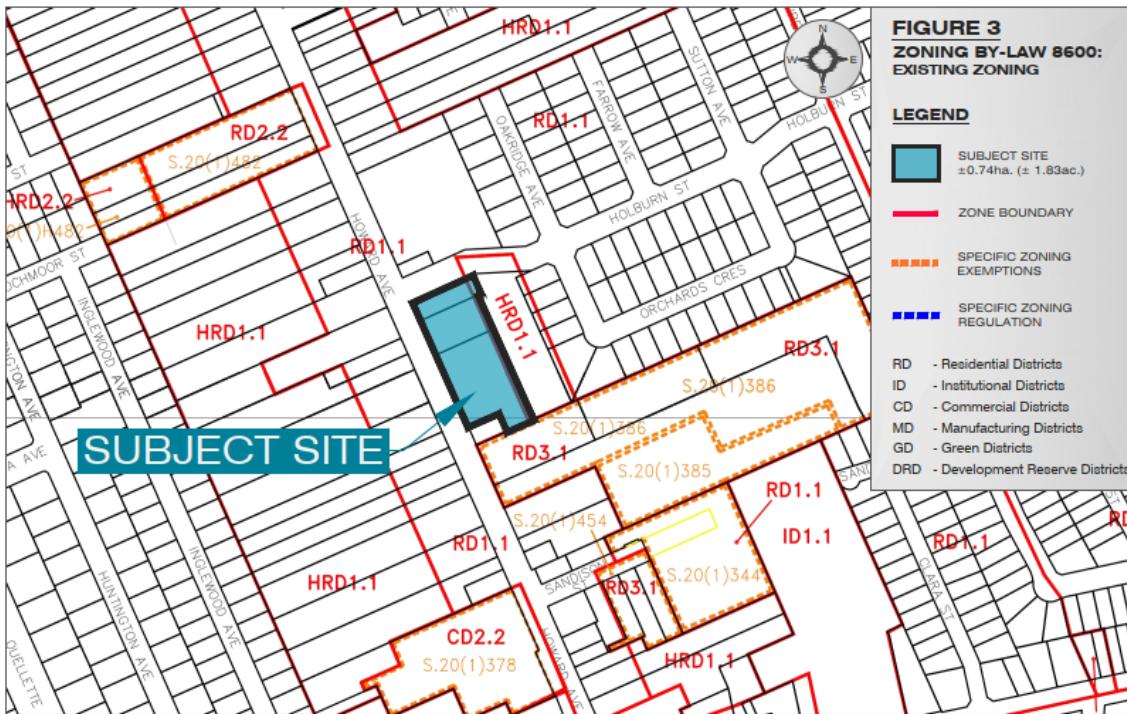
As shown in **Figure 4: Existing City of Windsor Zoning By-law 8600 Designation**, the subject site is currently zoned Residential District 1.1 (RD1.1) in the City of Windsor Zoning By-law 8600. The current zoning does not permit a multiple dwelling use nor does it appropriately reflect the proposed development. As such, the applicant is requesting that Council approve a site-Specific Zoning By-law Amendment to the City of Windsor Zoning By-law 8600 to apply a Residential District 3.2 (RD3.2) zone.

Figure 3: Existing City of Windsor Official Plan Designation



Source: City of Windsor Official Plan Schedule 'D,' Prepared by Counterpoint Land Development by Dillon Consulting Limited

Figure 4: Existing City of Windsor Zoning By-law 8600 Designation



Source: City of Windsor Zoning by-law 8600, Zoning District Map 8, Prepared by Counterpoint Land Development by Dillon Consulting Limited

## 1.5 PROPOSED APPLICATION

The subject site is currently zoned as Residential District 1.1 (RD1.1) in the City of Windsor Zoning By-law 8600 (Refer to [Figure 4: Existing City of Windsor Zoning By-law 8600 Designation](#)). The current RD1.1 zone only allows for existing dwellings and does not permit the proposed residential development. As such, the applicant is requesting that Council approve a Zoning By-law Amendment to the City of Windsor Zoning By-law 8600 to apply a Residential District 3.2 (RD3.2) zone.

As demonstrated in Section 3.0 of this report, the intensification of these lands for residential development is in keeping with pertinent local policies, provisions, and guidelines of the Provincial Planning Statement (2024), the City of Windsor Official Plan, and the City of Windsor Zoning By-law 8600. All other building requirements for multiple dwelling is in accordance with the Residential District 3.2 (RD3.2) Zone.

As per the Stage 1 Planning Consultation letter (PC-112/24) dated December 19, 2024, the Stage 2 Planning Consultation letter (PC-054/25) dated August 18, 2025, and a revised Planning Consultation Stage 2 letter dated November 26, 2025, a Zoning By-law Amendment (ZBA) has been identified as a requirement for the proposed development. A Stage 1 site Plan Control Approval application will follow the approval of the Zoning By-law Amendment.

**Figure 5: Rendering - View from Howard Ave.**



*Source: Architectural Design Associates Inc. (ADA)*

## 2.0 EXISTING LAND USE

### 2.1 SUBJECT SITE

The physical attributes of the subject site are as follows:

- A total site area of 0.74 hectares (1.83 ac);
- Rectangular shape;
- Frontage on Holburn Street and Howard Avenue (Class II Arterial Road);
- Vehicular Access is provided via a single driveway from Holburn Street, a local road;
- Currently occupied by four (4) single detached dwellings;
- Transit route located along Howard Avenue, with transit stop located along the property; and
- Access to existing municipal services, including existing stormwater management pond to the north.

### 2.2 SURROUNDING LAND USES

The surrounding land uses are varied as shown in **Figure 6: Surrounding Land Uses** and are described as follows:

#### North

- **Existing Uses:** Low-rise residential built-forms (i.e. single detached dwellings)
- **Official Plan Designation(s):** Mixed Use Corridor and Residential; and
- **Zone:** Residential District 1.1 (RD1.1) and Residential District 2.2 (RD2.2);

#### East

- **Existing Uses:** Storm Water Management Pond, Low-rise residential built-forms (i.e. single detached dwellings), CN Railway;
- **Official Plan Designation(s):** Mixed Use Corridor and Residential; and
- **Zone:** Residential District 1.1 (RD1.1);

#### South

- **Existing Uses:** Low-rise residential built-forms (i.e. single detached and semi-detached dwellings ), Commercial Uses (Retail and Restaurants along Cabana Road East) and Institutional (Roseland Public School);
- **Official Plan Designation(s):** Mixed Use Corridor, Residential, and Mixed-Use Node; and
- **Zone:** Residential District 1.1 (RD1.1), Residential District 3.1 (RD3.1), and Commercial District 2.2 (CD2.2);

#### West

- **Existing Uses:** Low-rise residential built-forms (i.e. single detached dwellings);

- **Official Plan Designation(s):** Mixed Use Corridor and Residential; and
- **Zone:** Residential District 1.1 (RD1.1).

Figure 6: Surrounding Land Uses



## 3.0 PLANNING EVALUATION

To determine the feasibility and appropriateness of the proposed development, a comprehensive evaluation of the potential planning issues and impacts has been undertaken. The scope and level of detail of the planning evaluation has been based on:

- Provincial Planning Statement (2024);
- City of Windsor Official Plan policies and criteria;
- City of Windsor Zoning By-Law 8600 regulations; and
- Visual inspections of the site and surrounding lands.

Recognizing that overlaps exist between the various policies and criteria in the Official Plan, the approach used attempts to consolidate the relevant policies and criteria to identify and evaluate the compliance and/or potential planning and land use related issues associated with the proposed residential development.

### 3.1 PROVINCIAL PLANNING STATEMENT

The Provincial Planning Statement, 2024 (PPS 2024) is a consolidated land use planning policy framework that guides decision-making on growth, development, and resource management across the province. It emphasizes flexibility and local autonomy while maintaining provincial interests in building strong, healthy communities. Key priorities include increasing housing supply and affordability, supporting economic development, protecting the environment and agricultural lands, and ensuring infrastructure and public service facilities are available to meet current and future needs. The statement promotes a balanced approach to intensification, greenfield development, and rural growth, aligning planning decisions with long-term sustainability goals. All decisions affecting planning matters shall be consistent with the revised Provincial Planning Statement (refer to [Appendix A – Provincial Planning Statement](#)).

### 3.2 CITY OF WINDSOR OFFICIAL PLAN

The local policy context is provided in the City of Windsor Official Plan (OP) which contains a holistic set of goals, objectives, and policies to manage and direct growth in the municipality. The primary goals of the City of Windsor OP include:

- Fostering safe, inclusive communities by promoting diverse housing, vibrant neighborhood centers, and active citizen participation while preserving neighborhood character;
- Supporting sustainable economic growth through compact, residential developments, revitalization, and efficient infrastructure to strengthen the City Centre and employment hubs; and
- Promoting environmental sustainability by encouraging energy-efficient designs, expanding green spaces, and integrating sustainable transportation for a healthy urban environment.

In 2022, the City of Windsor adopted Official Plan Amendment No. 159 to provide further policy direction in regards to residential intensification and residential development. The purpose of this amendment is to encourage the production of affordable and attainable housing through residential intensification within the City of Windsor.

The subject site is currently designated as Mixed use Corridor in the Official Plan. The proposed development is in conformance with the basic land use policies outlined in the existing OP (refer to [Appendix B – City of Windsor Official Plan Policies](#)).

### 3.3 CITY OF WINDSOR ZONING BY-LAW 8600

The City of Windsor's Zoning By-Law 8600 designates the subject site Residential District 1.1 (RD1.1). As mentioned in Section 2 of this report, the current zoning on the site does not permit the proposed residential development. As such, the applicant is requesting that Council approve a Zoning By-law Amendment to the City of Windsor Zoning By-law 8600 to apply a Residential District 3.2 (RD3.2) zone.

All building requirements for the multiple dwelling will be in accordance with the Residential District 3.2 (RD3.2) Zone.

### 3.4 WINDSOR AIRPORT ZONING REGULATIONS (AZR)

The Windsor Airport Zoning Regulations (C.R.C., c. 123), established under the federal *Aeronautics Act*, aims to safeguard aircraft operations of the Windsor Airport (YQG). The Regulations prohibit the erection or construction of buildings, structures, objects, or natural growth that exceed specific imaginary air navigation surfaces overlying the lands adjacent to the Airport. These regulated lands are identified as Parcels 'A', 'B', 'C' and 'D' on Part II of the Regulation's Schedule.

The subject site is legally described as Lot 33 on Registered Plan 1259 and located at 3694-3738 Howard Avenue, which falls within the regulated boundaries of Parcel 'C' that includes the areas fronting Howard Avenue and the surrounding R-Plan 1259 lands, thereby placing the entire parcel under the jurisdiction of the Regulation.

The applicable regulatory provisions include:

1. Height Restriction on Construction (AZR s.5): *No new building, structure, object, or addition may penetrate the elevation of the defined imaginary surfaces (Horizontal, Approach, or Transitional).*
  - For the subject site, the controlling surface is the Horizontal Surface.
2. Restriction on Natural Growth (AZR s.6): *Any object of natural growth (such as trees or hedges) that exceeds the elevation of the defined surfaces must be removed upon direction from the Minister of Transport.*

### 3.4.1 The Horizontal Surface – Maximum Allowable Elevation

The Horizontal Surface represents an imaginary horizontal plane established 150 feet (45.72 metres) above the Airport Reference Point (ARP) elevation, which defines the maximum permissible height under the Windsor Airport Zoning Regulations.

For the subject site, the maximum allowable elevation is determined by adding the 150-foot (45.72-metre) height of the Horizontal Surface to the ARP elevation of  $\pm 606.0$  ft. ( $\pm 184.71$  m ASL), resulting in a maximum permissible elevation of  $\pm 756.0$  ft. ( $\pm 230.43$  m ASL). The proposed building's top elevation is calculated by adding the proposed building height of  $\pm 65.6$  ft. ( $\pm 20.0$  m) to the Finished Floor Elevation (FFE) of  $\pm 618.1$  ft. ( $\pm 188.40$  m ASL), as shown on Figure 3 – Grading Plan of the Functional Servicing Report (FSR) (under separate cover). The resulting top elevation is  $\pm 683.7$  ft. ( $\pm 208.40$  m ASL) (refer to **Table 1: Maximum Allowable Elevation**).

**Table 1: Maximum Allowable Elevation**

PARAMETERS	ELEVATION
<b>ARP Elevation (ASL)</b>	$\pm 606.0$ ft. ( $\pm 184.71$ m)
<b>Height of Horizontal Surface</b>	$\pm 150.0$ ft. ( $\pm 45.72$ m)
<b>Maximum Allowable Elevation (ASL)</b>	<b><math>\pm 756.0</math> ft. (<math>\pm 230.43</math> m)</b>
<b>Proposed FFE</b>	$\pm 618.1$ ft. ( $\pm 188.40$ m)
<b>Proposed Building Height (AGL)</b>	$\pm 65.6$ ft. ( $\pm 20.0$ m)
<b>Proposed Building Top Elevation (ASL)</b>	<b><math>\pm 683.7</math> ft. (<math>\pm 208.40</math> m)</b>

The proposed development is therefore fully compliant with the federal height restrictions and remains well below the Horizontal Surface by approximately  $\pm 72.2$  ft. ( $\pm 22.03$  m), providing a substantial safety margin. All future on-site elements, including landscaping, lighting, and rooftop mechanical systems, will be reviewed against the Maximum Allowable Elevation to ensure continued compliance.

### 3.4.2 The Approach and Transitional Surface

The Approach and Transitional Surfaces are defined as imaginary inclined planes extending outward and upward from runway strips to protect aircraft approach, departure, and lateral clearance paths. The Approach Surface extends from the runway ends at right angles to the centreline, while the Transitional Surface rises outward from the lateral limits of the runway and its approach surface until it intersects the Horizontal Surface. The subject site is located outside the Approach Surface for Runway 07 and is therefore not affected by those height restrictions. Although the lands are partially within the outer extent of the Transitional Surface, the proposed building height remains well below the intersecting elevation.

Accordingly, the proposed development fully complies with the Windsor Airport Zoning Regulations (C.R.C., c. 123) and poses no obstruction to airport operations.

## 3.5 PLANNING ANALYSIS AND CONSIDERATIONS

The proposed redevelopment of the subject site is consistent with the Provincial Planning Statement 2024, and the City of Windsor Official Plan policies by encouraging opportunities for redevelopment, intensification, and revitalization of areas with sufficient existing and planned infrastructure as well as a full range of housing types and densities. The proposed development will support the future growth of the community and provide a greater diversity of uses in the area. The proposed development is compatible with the surrounding land uses.

### 3.5.1 Site Suitability

The subject site is ideally suited for the proposed residential development for the following reasons:

- The land area is sufficient to accommodate this intensified development allowing for a balanced distribution of medium-density residential units in a residential building;
- The site is surrounded by a mix of low to medium-density residential, commercial, and institutional uses, ensuring compatibility. Additionally, Howard Avenue is designated as a 'proposed recreationway' that aims to provide for recreational movement within the Greenway System. The proposed development aims to accommodate the needs of pedestrians, cyclists, and other recreational activities;
- The Spencer Avenue Field and Kenilworth Park are within a 15-minute walk. These are accessible through the sidewalks provided along Howard Avenue, offering recreational opportunities, and promoting active transportation;
- The development expands housing options in the area by introducing a mix of unit types within a multiple dwelling format. This contributes to a more diverse and inclusive housing stock, accommodating various demographics, including individuals, families, and seniors. This variety effectively meets the increasing demand for affordable and diverse housing solutions;
- The location of the proposed development is appropriate in that it is in close proximity to commercial uses and recreational connections in the surrounding area; and
- The residential development will boost local businesses through increased foot traffic and spending, supporting growth and job creation. It strengthens the Mixed Use Corridor and attracts further investment, driving long-term economic stability in the area.

### 3.5.2 Intensification

The proposed development adheres to the City of Windsor Intensification Guidelines, offering guidance for the distinctive design of new developments that harmonize the use, scale, architecture, streetscapes, and neighbourhoods in Windsor. Additionally, there is an emphasis on increased height and density along major corridors. Specifically addressing new development in Mixed Use Corridor, the City aims to:

- Manage the transition between new, higher intensity development and existing lower density residential neighborhoods;

- Control the scale and massing of new development, especially when considering a more intensified form; and
- Mitigate any adverse effects on adjacent built forms and the comfort and use of open spaces and streets.

This compact, efficient, transit-oriented development promotes sustainable growth by concentrating new housing in a fully serviced urban area, preserving greenfield land and optimizing existing infrastructure and services. The proposed six-storey building height is consistent with the projected future development along Howard Avenue and is appropriate given the site's proximity to the Cabana Road East Mixed Use Node (Refer to [Figure 3: Existing City of Windsor Official Plan Designation](#)). Residential intensification is encouraged generally within 200 metres of a Mixed Use Node with medium-profile buildings up to four storeys are permitted, with taller buildings designed to provide a transition in height and massing from low-profile areas. High-profile residential buildings are directed to locate in Mixed Use Corridors.

The site's location on a Class II Arterial Road supports the introduction of greater height and density to achieve intensification goals. Increasing the permitted height enables efficient land use, a broader housing mix, and a more vibrant streetscape. The building's placement enhances the pedestrian environment by locating active frontages along Howard Avenue and ensuring a human-scaled interface through landscaping, sidewalk connectivity, and at-grade access.

Furthermore, similar medium density buildings have been recently approved along the Howard Avenue corridor, reinforcing the appropriateness of the proposed density and development. The increase in density supports good planning principles and aligns with the City's intensification and urban design policies.

### 3.5.3 Compatibility of Design

The proposed development is located in a built-up area, and is surrounded by a mix of residential, commercial, and institutional uses. Low to medium-density residential dwellings, various commercial establishments, and public services are also prevalent, creating a diverse and well-integrated neighbourhood setting suitable for residential developments.

While the proposed six (6) storey multiple dwelling represents a departure from the prevailing low-rise, single detached built form characterizing the surrounding neighbourhood, the design has been intentionally crafted to achieve compatibility through thoughtful site planning. It is acknowledged that the existing residential context is predominantly composed of one- to two-storey dwellings, with only a single four-storey building located within a 500m radius. However, compatibility does not equate to uniformity. Rather, the Provincial Planning Statement (2024) and the City of Windsor Official Plan both emphasize the importance of sensitive integration and appropriate transition, rather than duplication of existing form.

The proposed development responds to this policy direction by introducing a higher-density residential form in a manner that is contextually responsive. Key design features include:

- Increased rear yard setback, to moderate the building's scale relative to adjacent low-density uses, minimizing visual impacts and mitigating shadow and overlook concerns;

- Strategic building orientation and site layout by locating the building along Howard Avenue while maintaining separation from the low-rise residential enclave to the north and west;
- Landscaped buffers and fencing along the property edges that adjoin lower-scale residential lots, reinforcing a visual and physical transition;
- Rear-located surface parking, which acts as a spatial buffer between the building and existing dwellings, while supporting an active and pedestrian-oriented frontage along Howard Avenue; and
- Façade articulation and material variation to break down the perceived massing of the structure and align with the rhythm and scale of surrounding built forms.

Though the height exceeds that of existing buildings in the immediate vicinity, the proposed development supports a long-term evolution of the corridor in line with Official Plan objectives for intensification and mixed use development. Its location adjacent to a Mixed Use Node and fronting a major transportation corridor supports a more urbanized form, intended to accommodate population growth, diversify housing stock, and improve access to transit and amenities.

Compatibility is also measured in terms of function and impact. The proposed development is residential in nature, maintaining the general use and character of the surrounding area. Through the integration of appropriate design and transition elements, the building minimizes adverse impacts on neighbouring properties while positively contributing to the urban fabric.

The architectural design and materials proposed are consistent with the character of the neighborhood, further ensuring visual harmony and promoting a balanced, aesthetically pleasing urban environment. The proposal balances the City's intensification goals with a respectful and context-sensitive design approach, supporting good planning and laying the groundwork for future corridor transformation in accordance with the City's long-range vision.

### 3.5.4 Natural Environment Impacts

The proposed development is not anticipated to result in any significant negative impacts to the natural environment. While some trees are proposed for removal to accommodate the development, the affected trees are not part of a significant woodland or natural heritage feature. Some trees will be preserved, and additional efforts during the detailed design phase may allow for further tree retention and landscaping enhancements.

### 3.5.5 Municipal Service Impacts

The proposed development will utilize existing municipal stormwater and sanitary systems. Stormwater management includes release into the existing stormwater management pond to the east of the site, allowing for up to a 1:100-year event, with water quality maintained by an oil and grit separator. Sanitary services will connect to the extended 250 mm sewer along Howard Avenue.

### 3.5.6 Social and/or Economic Considerations

The proposed development offers substantial social and economic benefits by expanding the range of housing options that cater to various demographic needs, including individuals, families, and seniors, thereby promoting social diversity and inclusivity. Economically, the development is poised to stimulate local economic activity by expanding the customer base for nearby businesses and services, potentially increasing local tax revenues and property values, thus enhancing the vitality of the Mixed use Corridor and Mixed use Node along Cabana Road East. The project will generate direct employment opportunities during the construction phase and indirectly support long-term economic stability through the increased demand for local goods and services.

### 3.5.7 Housing

The proposed development bridges the spectrum between low-rise housing, such as townhomes and single-family homes, and high-rise apartments, and fills a critical gap in medium-profile housing. As Windsor grows and its demographics shift, there is a rising demand for diverse housing types that accommodate different life stages and preferences. The integration of residential uses along Howard Avenue with the proximity to commercial uses along Cabana Road East supports a "live-work-play" lifestyle, a growing preference for urban dwellers who seek convenience and reduced reliance on automobiles.

### 3.5.8 Transportation

The proposed development supports a transit-oriented and active transportation-friendly design, consistent with the City of Windsor's intensification and mobility policies. The subject site is within 260 metres of an existing bus stop on Howard Avenue, served by the South Windsor 7 route with a 30-minute peak frequency. Future service will improve further with a new local route along Maguire Street, as outlined in the City's Transit Master Plan. The building's placement along Howard Avenue and parking to the rear promotes walkability and transit use.

### 3.5.9 Good Planning

Overall, the proposed development represents good planning as it addresses the intent of the City of Windsor to promote a healthy, liveable community contributing to the guiding principles of the Provincial Planning Statement, City of Windsor Official Plan and Zoning By-Law. Residential uses on the subject site represent an efficient development pattern that optimizes the use of land by developing an underutilized site. The proposed development will blend well with the existing residential, commercial, and institutional uses, while providing a natural extension of the residential uses in the area. It contributes to a high quality of life by fostering a "live, work, and play" environment where existing and future residents experience a strong sense of community and collective pride in their surroundings. The proposed development is consistent with the policies outlined in the Provincial Planning Statement, City of Windsor Official Plan and Zoning By-Law, and represents good planning.

## 3.6 BACKGROUND STUDIES

As identified through the Stage 1 & 2 Planning Consultation Applications to the City of Windsor, the following supporting background studies were identified as required for the Zoning By-law Amendment application.

### 3.6.1 Public Open House

A public Open House was held on Thursday March 27th, 2025, between 5.30pm to 7.00pm at the Roseland-Trinity United Church. The meeting was offered in a hybrid format, providing both in-person and virtual attendance options to ensure accessibility and encourage broader community participation in the discussion regarding the proposed development. The meeting was advertised in advance through public notices, and an additional two-week comment period was made available following the meeting, in accordance with municipal engagement protocols. The objective was to provide residents and stakeholders with an opportunity to learn more about the proposal, ask questions, and share feedback.

An Engagement Summary has been prepared and is provided under separate cover. The report includes the Open House Notice and presentation panels.

### 3.6.2 Functional Servicing Report

The Functional Servicing Report was prepared by Dillon Consulting Limited (January 2026) to support the proposed residential development. The report confirms that the site can be adequately serviced by existing municipal infrastructure for transportation access, sanitary sewer, stormwater, watermain, and utilities. Sanitary flows will be directed to an existing 250mm trunk sewer along Howard Avenue, while stormwater will be conveyed to the existing stormwater management pond located to the east of the subject site through a 525mm storm outlet. Water servicing will utilize the existing 150mm connection, and fire protection will be assessed further at the detailed design stage. No servicing constraints were identified, and the development can proceed within the capacity of existing municipal infrastructure.

### 3.6.3 Noise Assessment

A Noise Assessment was prepared by Dillon Consulting Limited (January 2026) to evaluate potential impacts from transportation and stationary sources on the proposed. The study identified that noise from nearby rail and road traffic can be effectively mitigated through enhanced building components such as brick veneer facades, upgraded glazing, and central air conditioning, along with the application of appropriate warning clauses. Stationary noise from adjacent commercial and industrial uses is within acceptable limits. Overall, with the recommended mitigation and approvals, the development is not expected to experience adverse noise or vibration impacts.

### 3.6.4 Urban Design Brief

An Urban Design Brief was prepared by Dillon Consulting Limited, dated January 2026 to evaluate the compatibility of the proposed residential development with the surrounding context. The report assessed built form, massing, orientation, shadow impacts, public realm interface, and pedestrian connectivity, and

demonstrates conformity with the City of Windsor Official Plan Urban Design policies and the City's Intensification Guidelines (2022). The Urban Design Brief confirms that the proposed development represents a context-sensitive form of residential intensification along a designated Mixed Use Corridor, provides an appropriate transition to adjacent low-rise residential uses, and contributes positively to the evolving character of the Howard Avenue corridor.

### 3.6.5 Stage 1 & 2 Archeological Assessment Stage

A Stage 1-2 Archaeological Assessment was conducted by TMHC Inc. dated July 2025. The Stage 1 background study identified archaeological potential due to the property's proximity to a 19th-century thoroughfare and its inclusion in the City of Windsor's Archaeological Management Plan. Stage 2 fieldwork, which included participation from Caldwell First Nation monitors, involved a standard 5 m interval test pit survey on manicured lawns and a judgmental 10 m interval survey in previously disturbed areas. No archaeological resources were identified during the assessment. Therefore, no further archaeological work is recommended for the subject site.

### 3.6.6 Summary

The supporting background studies prepared for the Zoning By-law Amendment (ZBA) application demonstrated that the proposed development is technically feasible and appropriate for the site. The Functional Servicing Report confirms the site can be fully supported by existing municipal infrastructure for sanitary, water, and stormwater needs. The Noise Assessment concluded that, with mitigation measures, the development will meet all applicable guidelines. From a design perspective, the Urban Design Brief demonstrates that the proposed development provides context-sensitive intensification in conformity with City of Windsor policies. Finally, a Stage 1-2 Archaeological Assessment concluded that no archaeological resources were identified, and no further assessment is required. Collectively, these studies provide a comprehensive planning and technical foundation to support the proposed residential development.

## 4.0 CONCLUSION

The proposed residential development located at 3694 – 3738 Howard Avenue, is appropriate, and should be approved by the City of Windsor Council as it:

- Is consistent with the PPS 2024;
- Meets the intent and purpose of the City of Windsor Official Plan;
- Is a site that is physically suitable;
- Will not negatively impact the surrounding residential uses and enjoyment of area residents;
- Will not have negative natural environmental impacts;
- Will be integrated into the local multimodal transportation network;
- Will not have negative impacts on municipal services;
- Will not have negative social, environmental, or economic impacts; and
- Will have favourable positive impacts for the City of Windsor providing for additional residential opportunities.

For the above reasons, it would be appropriate for the City of Windsor Council to provide support for the Zoning by Law Amendment to apply a Residential District 3.2 (RD3.2) zone to the subject site that would allow for the proposed residential development. This report demonstrates that the proposal is suitable and will not be impacted by or negatively impact surrounding uses, is consistent with the PPS, conforms to the intent and purpose of the City of Windsor Official Plan, and represents good planning.



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Amy Farkas, MCIP, RPP  
Associate & Planner

# APPENDIX A

## PROVINCIAL PLANNING STATEMENT POLICIES (PPS 2024)

# PROVINCIAL PLANNING STATEMENT (PPS 2024)

The Provincial Planning Statement (2024) is a consolidated statement of Ontario's policies on land use planning. It gives provincial policy direction on key land use planning issues that affect communities, such as:

- Efficient use and management of land and infrastructure;
- The provision of sufficient housing to meet changing needs, including affordable housing;
- The protection of the environment and resources including farmland, natural resources (for example, wetlands and woodlands) and water;
- Opportunities for economic development and job creation;
- The appropriate transportation, water, sewer, and other infrastructure needed to accommodate current and future needs; and
- The protection of people, property, and community resources by directing development away from natural or human-made hazards, such as flood prone areas.

Essentially, the PPS (2024) supports improved land use planning and management, which contributes to a more effective and efficient land use planning system. The following table provides a summary of the key policy considerations of the PPS (2024), as it pertains to the proposed re-use of the subject site.

Our analysis concludes that the proposed development is consistent with the policies included below:

PPS POLICY	POLICY	RESPONSE
<b>2.0 Building Homes, Sustaining Strong and Competitive Communities</b>		
<b>2.1 Planning for People and Homes</b>		
<b>2.1.4</b>	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 development introduces 90 residential units in a Multiple Dwelling, expanding the housing mix in the area and utilizing designated land efficiently to meet long-term growth needs. Full municipal services ensure capacity to support residential growth for at least three years.
<b>2.1.6</b>	Planning authorities should support the achievement of complete communities by:	The development aims to diversify the existing housing types within the

PPS POLICY	POLICY	RESPONSE
	<ul style="list-style-type: none"> <li>a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including, schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;</li> <li>b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and</li> <li>c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.</li> </ul>	<p>neighbourhood and promotes multi-modal transportation through pedestrian-friendly designs, bicycle parking, and future transit considerations. The inclusion of residential development, ensures a diverse housing stock, meeting long-term residential needs in a compact, residential form;</p> <p>The site design improves accessibility by ensuring pathways and building entrances are accessible to people of all abilities. The layout reduces barriers for individuals with mobility challenges, fostering an inclusive community environment;</p> <p>By offering a different housing type and prioritizing walkability, the project enhances social equity, providing options for residents across various income levels and demographics, including equity-deserving groups.</p>
<b>2.2 Housing</b>		
<b>2.2.1</b>	<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> <ul style="list-style-type: none"> <li>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;</li> <li>b) permitting and facilitating: <ul style="list-style-type: none"> <li>1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and</li> </ul> </li> </ul>	<p>The development supports affordable housing goals by introducing a medium-density unit development. Residential uses represent an efficient and sustainable development pattern by transforming previously developed land into a viable, vibrant community. Through redevelopment, the project facilitates residential intensification, optimizing land use and infrastructure while contributing to a residential environment. Its compact design efficiently utilizes resources and encourages active transportation, minimizing environmental impact. The location within a transit-supportive area further aligns with sustainable urban growth objectives, promoting reduced vehicle dependency and future transit-oriented development.</p>

PPS POLICY	POLICY	RESPONSE
	<p>2. all types of residential intensification, including the conversion of existing commercial and institutional buildings 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 2.3.3;</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 Settlement Areas and Settlement Area Boundary Expansions

### 2.3.1 General Policies for Settlement Areas

<b>2.3.1.1</b>	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 subject site is within a Settlement Area, as identified by Schedule "A" of the City of Windsor Official Plan.
<b>2.3.1.2</b>	<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>b) optimize existing and planned infrastructure and public service facilities;</p> <p>c) support active transportation;</p> <p>d) are transit-supportive, as appropriate; and</p> <p>e) are freight-supportive.</p>	The land use patterns in this development are compact and expand the housing type within the area, efficiently utilizing available resources and infrastructure. The project promotes active transportation through well-integrated pedestrian pathways, close proximity to town parkland (future) and ensures future transit-supportive development.

## 2.9 Energy Conservation, Air Quality and Climate Change

<b>2.9.1</b>	<p>Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the <i>impacts of a changing climate</i> through approaches that:</p> <p>a) support the achievement of compact, <i>transit-supportive</i>, and <i>complete communities</i>;</p> <p>b) incorporate climate change considerations in planning for and the development of</p>	The development integrates sustainable practices by promoting a compact, transit-supportive community that reduces greenhouse gas emissions. Climate resilience is supported through the incorporation of green infrastructure, such as utilizing existing stormwater
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PPS POLICY	POLICY	RESPONSE
	<p><i>infrastructure</i>, including stormwater management systems, and <i>public service facilities</i>;</p> <p>c) support energy conservation and efficiency;</p> <p>d) promote <i>green infrastructure</i>, <i>low impact development</i>, and <i>active transportation</i>, protect the environment, and improve air quality; and</p> <p>e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the <i>impacts of a changing climate</i>.</p>	<p>management systems designed to minimize runoff and flooding risks. Energy conservation is supported through efficient site design and building practices, while the redevelopment of previously disturbed land reduces pressure on greenfield areas and supports environmental sustainability.</p>
<b>3.0 Infrastructure and Facilities</b>		
<b>3.1 General Policies for Infrastructure and Public Service Facilities</b>		
<b>3.1.1</b>	<p><i>Infrastructure and public service facilities</i> shall be provided in an efficient manner while accommodating projected needs.</p> <p>Planning for <i>infrastructure and public service facilities</i> shall be coordinated and integrated with land use planning and growth management so that they:</p> <p>a) are financially viable over their life cycle, which may be demonstrated through asset management planning;</p> <p>b) leverage the capacity of development proponents, where appropriate; and</p> <p>c) are available to meet current and projected needs.</p>	<p>The development integrates efficiently with existing public infrastructure, ensuring that it meets current and projected needs without placing undue strain on resources. This alignment with asset management practices supports long-term financial sustainability.</p>
<b>3.1.2</b>	<p>Before consideration is given to developing new <i>infrastructure and public service facilities</i>:</p> <p>a) the use of existing infrastructure and public service facilities should be optimized; and</p> <p>b) opportunities for adaptive re-use should be considered, wherever feasible.</p>	<p>Existing infrastructure is fully utilized, avoiding the need for new construction.</p>
<b>3.1.3</b>	<p><i>Infrastructure and public service facilities</i> should be strategically located to support the effective and efficient delivery of emergency management services, and to ensure the protection of public health and safety in accordance with the policies in Chapter 5: Protecting Public Health and Safety.</p>	<p>The design includes clear access points for emergency vehicles and ensures compliance with local fire safety regulations, with sufficient turning radii and unobstructed routes for emergency response teams.</p>
<b>3.2 Transportation Systems</b>		
<b>3.2.1</b>	<p><i>Transportation systems</i> should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are</p>	<p>Holburn Street provides direct access to the site and serves as a Local Road. It offers connectivity to wider area,</p>

PPS POLICY	POLICY	RESPONSE
	appropriate to address projected needs, and support the use of zero- and low- emission vehicles.	supports safe and efficient vehicle movement, and includes integrated sidewalks, that promotes active transportation.
<b>3.2.2</b>	Efficient use should be made of existing and planned <i>infrastructure</i> , including through the use of <i>transportation demand management</i> strategies, where feasible.	The site design encourages active transportation and transit usage, helping to reduce reliance on single-occupant vehicle trips and supporting demand management goals. Adequate off-street parking and loading areas are provided on-site in accordance with the applicable Zoning By-law, ensuring mobility choice.
<b>3.2.3</b>	As part of a <i>multimodal transportation system</i> , connectivity within and among <i>transportation systems</i> and modes should be planned for, maintained and, where possible, improved including connections which cross jurisdictional boundaries.	The road network's current configuration, ensures efficient traffic flow, reduces delays, and supports multimodal access. Connectivity is enhanced through integrated pedestrian paths and proximity to transit stops, supporting long-term mobility goals across modes.

### 3.6 Sewage, Water and Stormwater

<b>3.6.1</b>	<p>Planning for <i>sewage</i> and <i>water services</i> shall:</p> <ul style="list-style-type: none"> <li>a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing <i>municipal sewage services</i> and <i>municipal water services</i> and existing <i>private communal sewage services</i> and <i>private communal water services</i>;</li> <li>b) ensure that these services are provided in a manner that: <ul style="list-style-type: none"> <li>1. can be sustained by the water resources upon which such services rely;</li> <li>2. is feasible and financially viable over their life cycle;</li> <li>3. protects human health and safety, and the natural environment, including the <i>quality</i> and <i>quantity of water</i>; and</li> <li>4. aligns with comprehensive municipal planning for these services, where applicable.</li> </ul> </li> </ul>	<p>The proposed development aligns with the PPS goals of cost-effective land use and infrastructure planning by utilizing existing infrastructure within the municipal right-of-way.</p> <p>Existing municipal water and sanitary infrastructure will fully service the development. Stormwater will be discharged into the existing stormwater management pond to mitigate flooding and ensure lifecycle efficiency as identified in the Functional Servicing Report.</p>
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PPS POLICY	POLICY	RESPONSE
	<ul style="list-style-type: none"> <li>c) promote water and energy conservation and efficiency;</li> <li>d) integrate servicing and land use considerations at all stages of the planning process;</li> <li>e) consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of <i>municipal water services</i> and <i>municipal sewage services</i> to support efficient use of these services to meet current and projected needs for increased housing supply; and</li> <li>f) be in accordance with the servicing options outlined through policies 3.6.2, 3.6.3, 3.6.4 and 3.6.5.</li> </ul>	
<b>3.6.2</b>	<p><i>Municipal sewage services</i> and <i>municipal water services</i> are the preferred form of servicing for <i>settlement areas</i> to support protection of the environment and minimize potential risks to human health and safety. For clarity, <i>municipal sewage services</i> and <i>municipal water services</i> include both centralized servicing systems and decentralized servicing systems.</p>	<p>Full municipal services for sewage and water are provided.</p>
<b>3.6.8</b>	<p>Planning for stormwater management shall:</p> <ul style="list-style-type: none"> <li>a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;</li> <li>b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;</li> <li>c) minimize erosion and changes in water balance including through the use of <i>green infrastructure</i>;</li> <li>d) mitigate risks to human health, safety, property and the environment;</li> <li>e) maximize the extent and function of vegetative and pervious surfaces;</li> <li>f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and <i>low impact development</i>; and align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a <i>watershed scale</i>.</li> </ul>	<p>Stormwater management is fully integrated into site planning and includes utilizing the existing stormwater management pond, and quantity and quality controls, designed to protect natural systems and mitigate environmental impacts, as identified in the Functional Servicing Report.</p>

PPS POLICY	POLICY	RESPONSE
<b>3.9 Public Spaces, Recreation, Parks, Trails and Open Space</b>		
<b>3.9.1</b>	<p>Healthy, active, and inclusive communities should be promoted by:</p> <ul style="list-style-type: none"> <li>a) planning public streets, spaces, and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate <i>active transportation</i> and community connectivity;</li> <li>b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails, and linkages, and, where practical, water-based resources;</li> <li>c) providing opportunities for public access to shorelines; and</li> <li>d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.</li> </ul>	<p>The development incorporates safe public spaces, pedestrian pathways, and accessible design for all ages and abilities. It features green spaces that encourage social interaction and active transportation, supporting community connectivity and health.</p>
<b>6.0 Implementation and Interpretation</b>		
<b>6.1 General Policies for Implementation and Interpretation</b>		
<b>6.1.1</b>	The Provincial Planning Statement (PPS) shall be read in its entirety and all relevant policies are to be applied to each situation.	The development is consistent with the Provincial Planning Statement (PPS) by adopting a comprehensive and coordinated approach to land use planning, infrastructure provision, and public service facilities. It adheres to the principles of sustainable growth, promoting accessibility, inclusivity, and the protection of public health and safety. The project is aligned with the long-term objectives of the PPS, balancing environmental stewardship with economic and social considerations, while ensuring compliance with all relevant regional and provincial land use policies.
<b>6.1.2</b>	The PPS shall be implemented in a manner that is consistent with the recognition and affirmation of existing Aboriginal and treaty rights in section 35 of the <i>Constitution Act, 1982</i> .	
<b>6.1.3</b>	This PPS shall be implemented in a manner that is consistent with <i>Ontario Human Rights Code</i> and the <i>Canadian Charter of Rights and Freedoms</i> .	
<b>6.1.4</b>	When implementing the PPS, the Minister of Municipal Affairs and Housing may make decisions that take into account other considerations to balance government priorities.	
<b>6.1.9</b>	<p>To assess progress on implementation of this PPS, the Province may:</p> <ul style="list-style-type: none"> <li>a) identify key indicators to measure the outcomes, relevance, and efficiency of the policies in this PPS in consultation with municipalities, Indigenous communities, other public bodies, and stakeholders;</li> </ul>	

PPS POLICY	POLICY	RESPONSE
	<ul style="list-style-type: none"> <li data-bbox="355 278 969 375">b) monitor and assess the implementation of this PPS through the collection and analysis of data under each indicator; and</li> <li data-bbox="355 384 920 445">c) consider the resulting assessment in each review of this PPS.</li> </ul>	

# APPENDIX B

## CITY OF WINDSOR OFFICIAL PLAN

# CITY OF WINDSOR OFFICIAL PLAN

Our analysis concludes that the proposed redevelopment is consistent with the policies included below:

POLICY	OP POLICY	RESPONSE
<b>3.0 Development Strategy</b>		
<b>3.2</b>	<p>The policies of this Plan are directed toward accommodating the projected growth through practical and efficient land use management strategies that promote a compact pattern of development and balanced transportation system. Compatible residential, commercial and employment growth will be directed to appropriate locations within existing and planned neighbourhoods to reduce development and infrastructure costs and provide opportunities to live, work and shop in close proximity. Mixed use developments will be encouraged with strong pedestrian orientations and to support public transit. This concept will enable Windsor to continue its growth and foster a vibrant economy, while ensuring a safe, caring and diverse community and a sustainable, healthy environment. In order to manage growth consistent with the community vision, the following key policy directions are provided for in the other chapters of this Plan.</p>	<p>The proposed development supports efficient land use by intensifying existing low rise residential parcels into a medium-density residential development. Its location along Howard Avenue, a Class II arterial road, ensures connectivity to nearby employment, commercial services, and transit. This residential, transit-oriented location fosters a compact development pattern, reducing infrastructure expansion costs and supporting walkability and public transit use.</p>
<b>3.2.1.2</b>	<p>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. Residents will have a voice in how this new housing fits within their neighbourhood. As the city grows, more housing opportunities will mean less sprawl onto agricultural and natural lands.</p>	<p>The development introduces medium-density residential units, allowing residents to age in place and move through various life stages while remaining in the neighborhood as well as provide opportunities for young professionals to move into the area. This intensification reduces pressure for urban sprawl and preserves agricultural and natural lands by promoting growth within the urban boundary.</p>
<b>4.0 Healthy Community</b>		
<b>4.2.1.2</b>	<p>To provide for activities and facilities which will foster an active lifestyle to improve community health.</p>	<p>The project integrates pedestrian pathways and is located near parks and open spaces, encouraging walking, cycling, and active transportation,</p>

POLICY	OP POLICY	RESPONSE
		contributing to a healthier, more active community.
<b>4.2.1.5</b>	To encourage a mix of housing types and services to allow people to remain in their neighbourhoods as they age.	The development offers a new housing type in the nearby vicinity, ensuring that residents can remain in the community while allowing new residents to move in as they transition through different life stages, thus promoting long-term neighborhood stability.
<b>4.2.3.4</b>	To accommodate the appropriate range and mix of housing.	The project offers medium-density housing with a mix of 1-bedroom and 2-bedroom units, enhancing the housing variety in the neighborhood and catering to the diverse needs of the community.
<b>4.2.4.1</b>	To encourage development that fosters social interaction	Interior amenity spaces will provide versatile areas for recreational activities and events, fostering a sense of community. Together with pedestrian pathways linking to local amenities, these features create an environment that encourages interaction and strengthens community ties.
<b>4.2.4.3</b>	To encourage developments that adapt to changing resident needs.	The diversification of the existing housing types through this development and the proximity to services aim to meet the evolving needs of residents, including families, professionals, and seniors.
<b>4.2.7.3</b>	To encourage emergency services in close proximity to where people live	Howard Avenue, a major arterial road, provides direct routes for emergency vehicles, ensuring timely response times.
<b>6.0 Land Use</b>		
<b>6.2.1.3</b>	For the purpose of this Plan, Development Pattern refers to an area bounded by the nearest Collector and/or Arterial roads and/or other major linear physical features. Accordingly, two categories of Development Pattern are provided for: (a) a Neighbourhood which exhibits a characteristic lotting and/or development profile; and (b) an Undeveloped Area which does not have characteristic lotting or development profile.	The development complements the established character of the neighborhood by maintaining appropriate setbacks, massing, and design, while also integrating with surrounding infrastructure and services. By promoting medium-density residential development, the project efficiently uses the available land and existing transportation networks, ensuring a harmonious fit within the local development pattern.

POLICY	OP POLICY	RESPONSE
<b>6.3. Residential</b>		
<b>6.3.1.1-5</b>	<p>To support a complementary range of housing forms and tenures in all neighbourhoods; To promote compact neighbourhoods which encourage a balanced transportation system; To promote residential redevelopment, infill, and intensification initiatives in locations in accordance with this plan. (Added by OPA#159 - APPROVED July 11, 2022, B/L#100-2022); To ensure that the existing housing stock is maintained and rehabilitated; and, To provide for complementary services and amenities which enhance the quality of residential areas.</p>	<p>Offering medium-density units, including 1-bedroom and 2-bedroom options, it increases housing variety and provides more affordable, accessible choices for diverse demographics, including individuals, families, and seniors.</p> <p>The location, along Howard Avenue, promotes infill development by utilizing an underdeveloped parcel in a well-established area, rather than expanding into greenfield sites. This intensification of land helps reduce infrastructure and servicing costs by leveraging existing utilities, transportation systems, and public services.</p> <p>The development encourages balanced transportation by enhancing pedestrian pathways, supporting cycling, and providing easy access to public transit, all of which reduce reliance on cars and support environmentally-friendly transportation options.</p>
<b>6.3.2.1</b>	<p>Uses permitted in the Residential land use designation identified on Schedule D: Land Use include Low Profile, 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. (Added by OPA #159 – APPROVED July 11, 2022, B/L# 100-2022)</p>	<p>The development complements the surrounding residential character and fits within the planned land use for the area, enhancing the neighborhood's housing stock without exceeding the intended density levels for this location.</p>
<b>6.3.2.5</b>	<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: (a) feasible having regard to the other provisions of this Plan, provincial legislation, policies and appropriate guidelines and support studies for uses: (i) within or adjacent to any area identified on Schedule C: Development Constraint Areas and described in the Environment chapter of this Plan; (ii) adjacent to sources of nuisance, such as noise, odour,</p>	<p>The development is compatible with the surrounding neighborhood in terms of scale, massing, height, and siting. The design ensures an appropriate transition from the lower-density residential areas while maintaining harmony with the existing built form. Adequate surface parking is provided, and the site is fully serviced by municipal infrastructure. Emergency services are easily accessible via Holburn Street, ensuring the development can be safely and efficiently supported. The project's</p>

POLICY	OP POLICY	RESPONSE
	<p>vibration and dust; (iii) within a site of potential or known contamination; (iv) where traffic generation and distribution is a provincial or municipal concern; and (v) adjacent to heritage resources. (b) in keeping with the goals, objectives and policies of any secondary plan or guideline plan affecting the surrounding area; (c) In existing neighbourhoods, compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and amenity areas. In Mature Neighbourhoods as shown on Schedule A-1, compatible with the surrounding area, as noted above, and consistent with the streetscape, architectural style and materials, landscape character and setback between the buildings and streets; (Added by OPA #159 – APPROVED July 11 2022, B/L# 100-2022) (d) provided with adequate off street parking; (e) capable of being provided with full municipal physical services and emergency services; and (f) facilitating a gradual transition from Low Profile residential development to Medium and/or High profile development and vice versa, where appropriate.(Deleted by OPA #159 – APPROVED July 11, 2022, B/L# 100-2022) 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. (Added by OPA #159 – APPROVED July 11, 2022, B/L# 100-2022)</p>	<p>design and layout facilitate a gradual transition from low-density to medium-density residential, ensuring compatibility and sustainability within the neighborhood.</p>
<b>6.5.3 Mixed Use Corridor</b>		
<b>6.5.3.1</b>	<p>Uses permitted in the Mixed Use Corridor land use designation are primarily retail, wholesale store (added by OPA 58, 24 07 2006) and service oriented uses and, to a lesser extent, office uses. Medium and High Profile residential uses either as stand-alone buildings or part of a commercial-residential mixed use buildings shall be throughout the Corridors.(Added by OPA #159 – APPROVED July 11, 2022 , B/L# 100-2022)</p>	<p>The proposed medium-density residential development adds a variety of residential units and commercial uses to support the existing commercial vitality of the corridor while maintaining the balance between uses.</p>

POLICY	OP POLICY	RESPONSE
6.5.3.3	<p>Council will encourage Residential Corridor development to provide a continuous street frontage and presence. Accordingly, development along a Residential Corridor shall be: (a) no more than four storeys in height, except on lands at an intersection of any combination of the following roads: Class I Arterial Road, Class II Arterial Road, Class I Collector Road, or Class II Collector Road. The height of buildings shall generally not exceed the width of the road right-of-way abutting the development site; and (b) (c) Notwithstanding the identified maximum building height, Council may consider additional height, where Council is satisfied that the proposed height achieves compatible development, and where appropriate transitions to abutting lower scale development are established. Appropriate transitions may be achieved through the implementation of regulatory techniques including, but not limited to new height limitations, enhanced building setbacks and step backs, enhanced landscape buffers and planting requirements and/or the implementation of an angular plane. Permissions for taller buildings may be established through a site-specific Zoning By-Law Amendment. Encouraged to locate the buildings at the street frontage lot line with parking accommodated at the rear of the site. (Added by OPA #159 – APPROVED July 11, 2022, B/L# 100-2022)</p>	<p>The development provides a continuous 121.9m of street frontage along Howard Avenue and 24.2m of frontage along Holburn Street, with parking located at the rear. The design ensures compatibility with neighboring low-rise structures, ranging from 1 to 4 storey, through appropriate massing and transitions. The 6-storey residential building is located to the front of the property, maintaining a human-scale presence, and preventing any overwhelming effect on adjacent properties or the street.</p>
6.5.3.4	<p>Council shall promote the infilling and consolidation of existing <del>Commercial corridors</del> Mixed Use Corridors.</p>	<p>The development contributes to the infilling of the Howard Avenue Mixed Use Corridor, efficiently utilizing an existing residential site and intensifying residential mix in the area.</p>
6.5.3.6	<p>Mixed Use Corridor <del>Commercial corridor</del> development shall be located where: (a) there is access to Class I or Class II Arterial Roads or Class I Collector Roads; (b) full municipal physical services can be provided; and (c) commercial related traffic can be directed away from residential areas.</p>	<p>The site is located on Howard Avenue, a Class II Arterial Road, providing excellent access to neighbourhood. Direct site access is provided through Holburn Street, a local road. The development is fully serviced by municipal infrastructure, and traffic circulation is designed to</p>

POLICY	OP POLICY	RESPONSE
		minimize impact on nearby residential areas.
<b>6.5.3.7</b>	<p>At the time of submission, the proponent shall demonstrate to the satisfaction of the Municipality that a proposed <del>commercial</del> mixed use corridor development is: (a) feasible having regard to the other provisions of this Plan, provincial legislation, policies and appropriate guidelines and support studies for uses: (i) within or adjacent to any area identified on Schedule C: Development Constraint Areas and described in the Environment chapter of this Plan; (ii) within a site of potential or known contamination; (iii) where traffic generation and distribution is a provincial or municipal concern; and (iv) adjacent to sensitive land uses and/or heritage resources. (b) in keeping with the goals, objectives and policies of any secondary plan or guideline plan affecting the surrounding area; (c) capable of being provided with full municipal physical services and emergency services; (d) provided with adequate off-street parking; (e) compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and landscaped areas; and (f) acceptable in terms of the proposal's market impacts on other commercial areas (see Procedures chapter).</p>	The proposed development aligns with the OP by efficiently utilizing municipal services, offering adequate parking, and harmonizing with the surrounding neighborhood in scale and design, while supporting the Plan's broader objectives.
<b>6.5.3.8</b>	<p>The following guidelines shall be considered when evaluating the proposed design of a Mixed Use Corridor <del>Commercial Corridor</del> development: (a) the ability to achieve the associated policies as outlined in the Urban Design chapter of this Plan; (b) the provision of appropriate landscaping or other buffers to enhance: (i) all parking lots, and outdoor loading and service areas; and (ii) the separation between the use and adjacent sensitive uses, where appropriate; (c) as a general rule, the height of buildings are consistent with the height of buildings which characterize the Mixed Use Corridor <del>Commercial Corridor</del>. Where Council deems it desirable that higher profile development be permitted in an existing Mixed Use Corridor <del>Commercial Corridor</del>, the development should</p>	The project's design adheres to strong urban design principles, with landscaping buffers enhancing privacy and separation from adjacent uses. The building height is consistent with the corridor's expected structures, and parking is located at the rear. Clearly defined pedestrian access points are prioritized to ensure a safe and accessible environment.

POLICY	OP POLICY	RESPONSE
	<p>be built at a human scale by utilizing one or both of the following measures: (i) treatment of the lower floors of building(s) to provide continuity; and/or (ii) setting back the upper floors of building(s) from the street to avoid overpowering effects at-grade; (d) where possible, parking is located in the rear of the property to encourage continuous building facades adjacent to the street; and (e) (f) measures are taken in site design which provide for ease of access for pedestrians between the public sidewalk and building main entrances in a manner which is distinguishable from access provided for vehicles. Council will adopt Design Guidelines that will assist in the design and review of development applications in a manner that will ensure implementation of these policies. (Added by OPA #159 – APPROVED July 11, 2022, B/L# 100-2022)</p>	
<b>6.5.3.9</b>	Council shall require all development within areas designated as Mixed Use Corridor <del>Commercial Corridor</del> to be subject to site plan control, with the exception of Public Open Space uses.	The development will undergo site plan control review, ensuring that all design, servicing, and access elements align with municipal requirements and are properly executed.
<b>7.0 Infrastructure</b>		
<b>7.1.2-3</b>	Optimal use of existing infrastructure; An accessible, affordable and available transportation system	Howard Avenue, a Class II arterial road, has the capacity to accommodate the increased traffic generated by the development without requiring significant new infrastructure investment. The site is well-served by bus routes, with a bus stop located nearby, providing residents with an affordable and accessible transportation option. The parking study indicates that the provided amount of parking for rental uses is sufficient for the proposed development.
<b>7.2.1.2</b>	To make efficient use of existing and planned transportation infrastructure.	The site utilizes the existing road and transit infrastructure, minimizing the need for new investments and ensuring a cost-effective approach to accommodating increased density.
<b>7.2.1.4</b>	To provide a system with functional connectivity and interconnectedness	The development enhances connectivity by linking seamlessly with existing road

POLICY	OP POLICY	RESPONSE
		networks and transit routes, ensuring functional movement for pedestrians, cyclists, and vehicles.
<b>7.2.1.5</b>	To promote a land use pattern, density and mix of uses that reduces vehicle trips and supports alternative transportation modes including public transit.	The development promotes a sustainable community by offering medium-density housing near transit routes, reducing reliance on private vehicles while encouraging walking, cycling, and public transit. The project is close to a range of commercial, institutional, and recreational services, such as retail centers, schools, and parks, allowing residents to access essential amenities within walking or cycling distance, minimizing the need for long vehicle trips. Additionally, the site features barrier-free pedestrian pathways and offers convenient access to community services and transit options, further reducing the need for car ownership and fostering a walkable, accessible, and connected community layout.
<b>7.2.2.5</b>	Council shall promote development patterns that support an increase in walking, cycling and public transportation in accordance with the Land Use and Urban Design chapters of this Plan.	
<b>7.2.3.1</b>	Council shall require all proposed developments and infrastructure undertakings to provide facilities for pedestrian movements wherever appropriate by: (a) Requiring safe, barrier free, convenient and direct walking conditions for persons of all ages and abilities; (b) Ensuring that all residents have access to basic community amenities and services and public transit facilities without dependence on car ownership; and (c) Providing a walking environment within public rights-of-ways that encourages people to walk to work or school, for travel, exercise, recreation and social interaction.	
<b>7.2.6.18</b>	Council shall encourage the development of a peaceful atmosphere in residential areas by: (a) Maintaining an adequate system of Collector and Arterial roads to serve residential areas; (b) Requiring the provision of appropriate noise control measures and off-street parking; (c) Locating medium and high density residential development along Collector and Arterial roads; and (d) Requiring the construction of sidewalks in accordance with policy 7.2.3.2; (e) Requiring that traffic calming devices be included in the road design of any new residential subdivision in accordance with the Traffic Calming Policy; (f) Applying the principles of the Traffic Calming Policy to existing roads in residential areas by ensuring that traffic calming is considered as part of any neighbourhood management plan and that traffic calming devices are placed where deemed to be necessary; and (g)	The development's location on Howard Avenue and vehicular access off of Holburn street ensures efficient traffic flow and reduces the impact on local, quieter residential streets, preserving the tranquility of surrounding neighborhoods. Its design incorporates appropriate noise mitigation measures to ensure a peaceful living environment. The inclusion of pedestrian pathways and clear delineation of pedestrian and vehicular areas within the site encourages walking and cycling, reducing reliance on cars, and promoting a slower, safer traffic flow, indirectly supporting traffic calming.

POLICY	OP POLICY	RESPONSE
	Requiring that the impact of noise and the feasibility of achieving noise control objectives must be considered as factors in determining the design of residential areas and that noise barriers be considered only when it has been demonstrated that alternate noise abatement solutions are not feasible.	
<b>7.3.1.1</b>	To provide infrastructure in a coordinated, efficient and cost-effective manner to accommodate projected needs.	The proposed development makes efficient use of existing municipal infrastructure, including water, sewer, and stormwater systems, without requiring significant extensions or upgrades. The project is fully supported by current infrastructure networks, optimizing the use of these services in a cost-effective manner. Additionally, the development follows a coordinated approach to infrastructure planning, ensuring that all necessary services are in place before construction begins. This ensures that the project is not only sustainable but also minimizes costs associated with extending new infrastructure, while fully integrating into the existing municipal system.
<b>7.3.1.3</b>	To maximize and optimize the use of existing infrastructure and corridors prior to the extension and creation of new ones.	
<b>7.3.2.3</b>	Council shall require all new developments to have full municipal infrastructure available, or agreements in place to provide such infrastructure, as a condition of approving a development proposal.	

## 8.0 Urban Design

<b>8.3.1</b>	To achieve maximum user comfort in the design of new development; To foster development that provides a pedestrian scale; and To foster a sense of place within Windsor and its neighbourhoods.	The design prioritizes pedestrian-friendly elements, with well-defined pathways that encourage walkability, connecting residents to nearby amenities and public transit. The building's height, massing, and street frontage are carefully balanced to maintain a human scale, ensuring that the development is welcoming and visually harmonious with the surrounding area. Additionally, the inclusion of landscaping fosters a comfortable and attractive environment for residents, enhancing both the functional and aesthetic qualities of the space. By creating areas where residents can gather and interact, the project promotes social cohesion and a sense of community.
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POLICY	OP POLICY	RESPONSE
<b>8.4.1.1</b>	To integrate barrier-free pedestrian routes in the design of urban spaces.	The design includes fully accessible pedestrian routes throughout the site, ensuring that all users can navigate safely and comfortably.
<b>8.5.2.8</b>	Council will encourage a proposed development or infrastructure undertaking to retain and incorporate natural features and functions with regard to, but not limited to, the following: (a) its function as part of a larger vegetated area; (b) its potential to adapt to post-construction conditions; and (c) its contribution to shading and screening on site and for adjacent properties.	The development will incorporate landscaped areas, and native plant species, which enhance the site's connection to surrounding vegetation and ensure adaptability to post-construction conditions. Additionally, the strategic planting of trees provides shading and natural screening, creating buffers that improve privacy and aesthetics while contributing to environmental sustainability.
<b>8.7.1.2</b>	To achieve a complementary design relationship between new and existing development, while accommodating an evolution of urban design styles.	The project's scale, massing, and setbacks are carefully designed to align with adjacent buildings, ensuring a cohesive streetscape that prevents visual disruption. The selected façade materials, such as brick and glass, mirror those commonly found in the surrounding area, allowing the development to complement the neighborhood's established aesthetic.
<b>8.7.2.1</b>	Council will ensure that the design of new development: (Added by OPA #66-11/05/07-B/L209-2007) (a) is complementary to adjacent development in terms of its overall massing, orientation, setback and exterior design, particularly character, scale and appearance; (Added by OPA #66-11/05/07-B/L209-2007) (b) provides links with pedestrian, cycle, public transportation and road networks; and (c) maintains and enhances valued heritage resources and natural area features and functions. (d) Encourages the creation of attractive residential streetscapes through architectural design that reduces the visual dominance of front drive garages, consideration of rear lanes where appropriate, planting of street trees and incorporation of pedestrian scale amenities. (added by OPA #60-05/07/07-B/L85-2007– OMB Decision/Order No.2667, 10/05/2007)	The development introduces a new form of massing, scale, and design in the neighbourhood, adhering to long term visions of the corridor and node. The development promotes connectivity to the nearby areas through pedestrian pathways, bicycle parking, and transit access. It enhances natural features with landscaping, while placing parking at the rear to improve the streetscape. This design ensures a seamless integration with the neighborhood while fostering a functional and sustainable urban environment.

POLICY	OP POLICY	RESPONSE
<b>8.7.2.3</b>	<p>Council will ensure that proposed development within an established neighbourhood is designed to function as an integral and complementary part of that area's existing development pattern by having regard for: (a) massing; (b) building height; (c) architectural proportion; (d) volumes of defined space; (e) lot size; (f) position relative to the road; and (g) building area to site area ratios. (h) the pattern, scale and character of existing development; and, (Added by OPA #66-11/05/07-B/L209-2007) (i) exterior building appearance (Added by OPA #66-11/05/07-B/L209-2007); (j) Council adopted Design Guidelines that will assist in the design and review of applications for development in accordance with the policies noted above. (added by OPA #159 – APPROVED July 11, 2022 , B/L# 100-2022).</p>	<p>The proposed building is a mid-rise form that is context-sensitive, well-proportioned, and functionally integrated with its surroundings. While taller than nearby homes, the building's mass, height, and setbacks are concentrated along Howard Avenue, a designated intensification corridor, ensuring a respectful transition to the low-rise context.</p> <p>The design incorporates articulated façades, quality materials, and a strong street presence, with parking located at the rear to enhance pedestrian experience. The proposal adheres to Design Guidelines, maintaining the scale, rhythm, and character of the area while advancing compact, transit-supportive growth.</p>
<b>8.11.2.19</b>	<p>Council will encourage the partial screening of surface parking lots through the use of low fences, walls, berms and other landscape elements, and through the location of lots away from street view, while still permitting views for orientation and safety.</p>	<p>The majority of the parking is located to the rear of the site, effectively removing it from the primary street view along Howard Avenue. This enhances the pedestrian experience and urban streetscape, while maintaining visual orientation and passive surveillance for safety. Landscaped buffers and screening elements will further soften the visual impact of parking areas, ensuring a balance between functionality, safety, and urban design quality.</p>

# APPENDIX C

## RENDERING PACKAGE BY ADA INC.

# PROPOSED RESIDENTIAL DEVELOPMENT

HOWARD AVENUE, WINDSOR ONTARIO

## RENDER PACKAGE



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