COUNTERPOINT LAND DEVELOPMENT BY | DILLON CONSULTING

J. RAUTI DEVELOPMENTS INC. AND 260817 ONTARIO LIMITED

URBAN DESIGN BRIEF

3694 – 3738 Howard Avenue

JANUARY 2026 – 24-8813

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FIGURES

1.0 BACKGROUND

1.1 PURPOSE

Dillon Consulting Limited (Dillon) has been retained J. Rauti Developments Inc. & 260817 Ontario Limited, herein referred to as the "applicant", to prepare an Urban Design Brief to assist in obtaining the necessary Zoning By-law Amendment approvals associated with the proposed residential development located at 3694-3738 Howard Avenue, in the City of Windsor, herein referred to as the "subject site". (refer to **Figure 1 – Location Map**). This Urban Design Brief, prepared in response to the Planning Consultation: Stage 1 Letter (File Number: PC-112/24) dated December 19, 2024, highlights how the proposed development's design features align with the City's Official Plan, as well as specifically addresses the Medium Profile Building guidelines found in Section 3 of the City's Intensification Urban Design Guidelines.

Figure 1 – Location Map

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

1.2 PROPOSED DEVELOPMENT

The subject site is located at the northwest corner of Howard Avenue and Holburn Street (refer to **Figure 1 – Location Map**), with a total area of 7,413.7 m^2 (79,800.4 ft^2). It has 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.

The proposed development consists of a six (6) storey Multiple Dwelling, with 90 residential units, 112 surface parking spaces, and 2 loading spaces located at the rear of the building. Vehicular access to the development is proposed via one (1) driveway onto Holburn Street (refer to **Figure 2 – Conceptual Site Plan**). A clear pedestrian pathway connects the building entrances to Holburn Street and the internal parking area. 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.

Figures 3, 4, and **5** have been included to illustrate conceptual renderings of the subject site.

1.3 PROPOSED APPLICATION

The subject site is designated “Mixed Use Corridor” under the City of Windsor’s Official Plan (OP) and Residential District 1.1 (RD1.1) in the City of Windsor Zoning By-law 8600. 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 (ZBA) to the City of Windsor Zoning By-law 8600 to apply a Residential District 3.2 (RD3.2) zone to permit the proposed Multiple Dwelling. 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 building requirements for a multiple dwelling are in accordance with the Residential District 3.2 (RD3.2) Zone.

Figure 2 – Conceptual Site Plan

SITE DATA : ZONED HRD1.1 (BYLAW 8600) (STATS BASED OFF RD3.2)

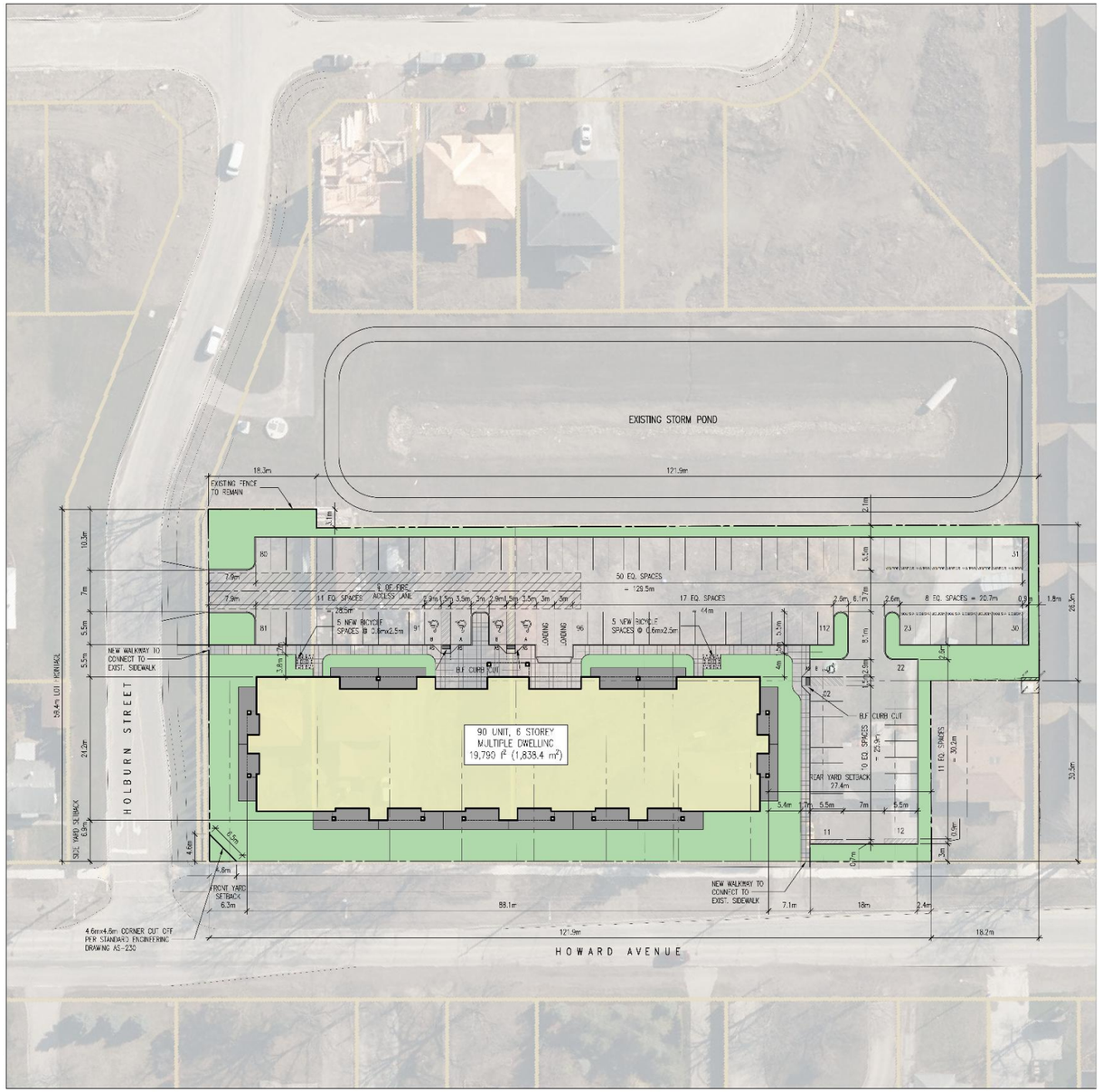
		REQUIRED	PROPOSED	VARIANCE
a.	LOT AREA	MIN. 4,829.0 m²	7,413.7 m²	–
b.	LOT FRONTAGE (CORNER LOT)	MIN. 30.0 m	59.4 m	–
c.	BUILDING AREA	–	1,838.4 m²	–
d.	BUILDING LOT COVERAGE	MAX. 35.0 %	24.7 %	–
e.	BUILDING GROSS FLOOR AREA (G.F.A.)	–	11,030.4 m²	–
f.	BUILDING HEIGHT (CORNER LOT)	MAX. 24.0 m	20.0 m	–
g.	BUILDING SETBACKS FRONT – NORTH REAR – SOUTH SIDE EXTERIOR – WEST SIDE INTERIOR – EAST	– – – –	 6.3 m 27.4 m 8.9 m 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 SPACE G.F.A. 7,500m² TO 15,000m² SIZE = 3.0mX7.5mX3.5m	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 m² 40.2 %	
m.	LANDSCAPED OPEN SPACE SOFT TOTAL COVERAGE	MIN. 35.0 %	798.3 m² 1,796.1 m² 2,594.4 m² 35.0 %	
n.	LINEAR CONCRETE CURB	–	425.3 m	–
o.	SITE DENSITY (CORNER LOT) 188 UNITS PER HECTARE	MAX. 140 UNITS	90 UNITS	

LEGEND

WALKWAY
LANDSCAPED AREA
RESIDENT PATIO
PAINTED ASPHALT

UNIT COUNTS

1ST FLOOR (14 UNITS) – 4(1A) 1-BED (830 ft²); – 6(2A) 2-BED (1,135 ft²); – 4(2B) 2-BED (1,135 ft²)
2ND FLOOR (16 UNITS) – 4(1A) 1-BED (830 ft²); – 6(2A) 2-BED (1,135 ft²); – 4(2B) 2-BED (1,135 ft²); – 2(2C) 2-BED (1,055 ft²)
3RD FLOOR (16 UNITS) – 4(1A) 1-BED (830 ft²); – 6(2A) 2-BED (1,135 ft²); – 4(2B) 2-BED (1,135 ft²); – 2(2C) 2-BED (1,055 ft²)
4TH FLOOR (16 UNITS) – 4(1A) 1-BED (830 ft²); – 6(2A) 2-BED (1,135 ft²); – 4(2B) 2-BED (1,135 ft²); – 2(2C) 2-BED (1,055 ft²)
5TH FLOOR (14 UNITS) – 6(2A) 2-BED (1,135 ft²); – 4(2B) 2-BED (1,135 ft²); – 2(2C) 2-BED (1,055 ft²); – 2(3A) 3-BED (1,660 ft²)
6TH FLOOR (14 UNITS) – 6(2A) 2-BED (1,135 ft²); – 4(2B) 2-BED (1,135 ft²); – 2(2C) 2-BED (1,055 ft²); – 2(3A) 3-BED (1,660 ft²)
TOTAL – 16 1-BEDROOM; 72 2-BEDROOM; – 4 3-BEDROOM; = 90 UNITS



SITE PLAN
SCALE : 1" = 30'-0"
0 15 30 45 90 FEET

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 PRINT IS AN INSTRUMENT OF SERVICE ONLY AND IS THE PROPERTY OF THE ARCHITECT.
2. DRAWINGS SHALL NOT BE SCALED.
3. CONTRACTORS SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS AND CONDITIONS ON THE JOB AND THIS OFFICE SHALL BE NOTIFIED OF ANY VARIATIONS FROM THE DIMENSIONS AND CONDITIONS SHOWN BY THESE DRAWINGS.
4. ATTENTION IS DIRECTED TO PROVISIONS IN THE GENERAL CONDITIONS REGARDING CONTRACTOR'S RESPONSIBILITIES IN REGARD TO SUBMISSION OF SHOP DRAWINGS.
5. IN THE EVENT THE ARCHITECT IS RETAINED TO REVIEW SHOP DRAWINGS, SUCH REVIEW IS ONLY TO CHECK FOR CONFORMANCE WITH DESIGN CONCEPT AND WITH THE INFORMATION GIVEN IN THE CONTRACT DOCUMENTS.
6. CONTRACTORS SHALL PROMPTLY NOTIFY THE ARCHITECT IN WRITING OF THE EXISTENCE OF ANY OBSCURITY'S VARIATIONS BETWEEN THE CONTRACT DOCUMENTS AND ANY APPLICABLE CODES OR BY LAWS.
7. THE ARCHITECT IS NOT RESPONSIBLE FOR THE CONTRACTOR'S MEANS, METHODS AND OR TECHNIQUES IN THE CONSTRUCTION OF THIS FACILITY.

stamp:

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email - info@ada-architect.ca www.ada-architect.ca

project:
PROPOSED RESIDENTIAL DEVELOPMENT
3694-3738 HOWARD AVENUE
WINDSOR, ON

client:
RAUTI

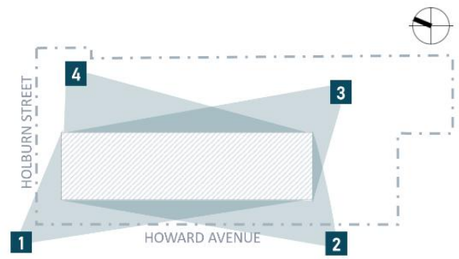
title:
SITE PLAN

scale: AS SHOWN
drawn by: JT, DM
checked by: JBK
date: APRIL, 2024
comm. no.: 2024-072
sheet no.:
A1.0

Figure 3 – Rendering 1

FRONT – NORTHWEST CORNER

FRONT – SOUTHWEST CORNER



REAR – SOUTHEAST CORNER

REAR – NORTHEAST CORNER

Architectural Design Associates inc. architect

Figure 4 – Rendering 2

Figure 5 – Rendering 3

1.4 EXISTING NEIGHBOURHOOD CHARACTER AND VISION

The proposed development aligns with the City of Windsor's Urban Design policies, as outlined in the Official Plan and conforms to the vision for intensification within designated Mixed Use Corridors. It qualifies as a Medium Profile development and aligns with the City's Intensification Guidelines, which encourage compact built form, diverse housing options, and thoughtful integration with existing neighbourhoods.

Located within a designated Mixed Use Corridor and in proximity to a Mixed Use Node at Cabana Road East, the site is intended to accommodate mid-rise, transit-supportive development. The surrounding context includes a mix of low-rise residential, commercial, institutional, and recreational uses. Notably, the Soho South Windsor development at 3817 Howard Avenue, a four-storey mixed-use building immediately south of the subject site, demonstrates an existing precedent for higher-density residential uses along this corridor.

In keeping with the vision for new development in Mixed Use Corridors, Nodes, and Centres, this development aims:

- To expand housing options in the area by introducing a mix of unit types within a multiple dwelling massing;
- Be designed to provide a transition in height and massing from low-profile areas (Windsor OP, 6.3.2.4); and
- Be compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and amenity areas (Windsor OP, 6.3.2.5.c).

A memorable, attractive and liveable city is one where people feel comfortable and are inspired by their surroundings (Windsor OP, 8.0). As such, this development employs design strategies through sustainability and place-making to safeguard, enhance, and elevate the quality of life for current and future area residents.

The surrounding land uses include:

Commercial

- Retail Plazas along Cabana Road East (e.g., convenience stores, salons, small-scale retail)
- Restaurants and cafés (e.g., Tim Hortons, Subway, local eateries)
- Service-Oriented Businesses such as medical offices, banks, and fitness studios

Institutional

- Roseland Public School (elementary school located south of the site)
- Places of Worship (e.g., Roseland-Trinity United Church)
- Community Services (child care centers and nearby medical clinics)

Residential

- Low-rise single detached dwellings (north, east, west)

- Semi-detached and duplex dwellings (south and surrounding blocks; The Orchards of South of Windsor)
- Mid-rise residential at 3817 Howard Avenue (Soho South Windsor, four-storey mixed-use building)

Open Space and Parks

- Stormwater Management Pond (directly east of the site)
- Spencer Avenue Field and Kenilworth Park (within walking distance, north of the site)

Figure 6 – Soho South Windsor – 3817 Windsor Ave.

Source: Google Image (2023), Prepared by Counterpoint Land Development by Dillon Consulting.

Figure 7 – Existing Low Rise Residential Dwellings across Subject Site (West)

Source: Google Image (2023), Prepared by Counterpoint Land Development by Dillon Consulting.

Figure 8 – The Orchards of South of Windsor Subdivision (East)

Source: Google Image (2023), Prepared by Counterpoint Land Development by Dillon Consulting.

The subject site is surrounded by land uses that reinforce the suitability of medium-profile intensification at this location. To the north are low-rise residential dwellings. To the east, the site is bordered by a stormwater management pond and additional low-rise homes within The Orchards of South Windsor subdivision. To the south, a mix of residential, commercial uses along Cabana Road East (including retail and restaurants), and institutional uses such as Roseland Public School contribute to a complete, walkable neighbourhood. To the west lies a stable, low-density residential area consisting primarily of single detached dwellings.

Collectively, this well-serviced and varied urban fabric provides a strong foundation for compact, appropriately scaled residential intensification that contributes to Windsor's long-term growth and livability objectives.

2.0 URBAN DESIGN ANALYSIS

To evaluate the proposed development, this report includes an analysis of the site context, building massing, and site/landscape treatment. The planning rationale reviews pertinent Official Plan policies and criteria to identify and assess potential development challenges. An urban design evaluation then determines how well the proposal integrates with its surroundings and if the design is appropriate for the setting. This Urban Design Report specifically addresses the Medium Profile Building guidelines found in Section 3 of the City's Intensification Design Guidelines (Intensification Guidelines, 3.4.3), with a focus on height, massing, profile (Intensification Guidelines, 3.4.4.1), façade articulation, architectural features (Intensification Guidelines, 3.4.4.2), and exterior materials (Intensification Guidelines, 3.4.4.3).

2.1 CONTEXT AND ORIENTATION

The subject site occupies a strategic location at the northwest corner of Howard Avenue and Holburn Street. It is designated as a Mixed Use Corridor in the Official Plan, which encourages compact, mid-rise development in walkable, transit-supportive built forms (OP S.6.3.2.1). The site is well-positioned to accommodate intensification while reinforcing the existing urban structure. Its frontage along Howard Avenue supports visibility, access to transit, and alignment with corridor-scale built form.

The proposed building is oriented parallel to Howard Avenue, creating a continuous urban street wall and reinforcing the arterial corridor's role as a key spine for higher-density development. This orientation maximizes street presence, defining the public edge and contributing to a cohesive streetscape, while setting up a clear spatial hierarchy between public, semi-public, and private zones. Such alignment supports corridor continuity and fosters enclosure, a fundamental urban design principle for creating comfortable and legible pedestrian environments (OP S.3.4.1).

Entrances are clearly articulated and oriented toward public streets, enhancing passive surveillance and wayfinding which are key aspects of crime prevention through environmental design (CPTED). The building’s proximity to the street also supports transit-oriented development (OP S.7.2.1), which emphasizes aligning development patterns with transit infrastructure to promote sustainable mobility.

The building placement promotes active frontages along Howard Avenue through the use of transparent glazing, articulated massing, and recessed entrances, ensuring visual engagement and a sense of arrival. At the same time, vehicular access is located along Holburn Street, a secondary road, to reduce conflict with pedestrian movement and maintain Howard Avenue’s primacy as a pedestrian-priority corridor. This approach adheres to urban design best practices by prioritizing pedestrian movement over vehicular circulation in prominent corridors.

In addition, the site’s corner condition provides a unique opportunity to define the gateway character of the block, anchoring future intensification along Howard Avenue and enhancing the identity of the area. Landscaping, setbacks, and sightlines have been designed to preserve intersection visibility while softening the transition between built form and public space.

Together, the site's location, orientation, and interface treatments demonstrate a thoughtful response to urban design objectives delivering a transit-supportive, walkable, and visually cohesive development that respects and reinforces the evolving role of the Howard Avenue corridor.

2.2 BUILT FORM AND MASSING

The massing strategy prioritizes compatibility through a deliberate transition from the corridor frontage to adjacent low-rise neighbourhoods. The building is positioned close to Howard Avenue, framing the street and creating a strong urban edge, while maintaining a 27.4-metre rear yard setback to the west, providing a significant spatial buffer to adjacent single detached dwellings. This rear setback far exceeds minimum zoning requirements and addresses privacy, overlook, and shadowing concerns (OP S.6.3.2.5(c)).

The building incorporates horizontal articulation through recessed balconies, stepped massing, and material variation to reduce visual bulk and establish a clear rhythm. These elements ensure the façade is broken into legible bays, preventing a monolithic appearance and supporting human-scaled design (OP S.3.4.4.1). The building envelope is articulated to reinforce façade hierarchy, provide architectural interest, and animate both the public realm and internal courtyard spaces. Vertically, the use of a clearly defined base, middle, and top contributes to compositional clarity. The lower levels are treated with warmer, more tactile materials, such as masonry, to ground the building and reinforce pedestrian-scale proportions, while lighter materials and glazing are introduced at upper levels to reduce perceived mass and promote a lighter skyline profile. This approach supports the urban design principles which advocates for the thoughtful composition of height, scale, and façade rhythm to enhance neighbourhood character (OP S.8.3.2.2).

The proposed built form is a realistic and context-sensitive response to the site's transitional setting, balancing intensification goals with neighbourhood compatibility through spatial separation, architectural articulation, and clear urban frontage.

2.3 SHADOWS AND PRIVACY

The shadow studies assessed the impacts of the proposed development throughout key seasonal periods (March, June, September, and December) and demonstrate that the proposed development casts limited and shifting shadows that do not result in prolonged overshadowing of adjacent homes or private amenity areas. The building's compact massing, narrow east-west orientation, and modest height reduce the extent and duration of shadowing.

- **March & September Equinox (Spring and Fall):** During the equinox periods, shadows are observed to be modest in scale and duration. Morning shadows fall primarily to the west, but by midday and afternoon, they recede largely within the boundaries of the subject site and public right-of-way. East-facing rear yards of homes on the adjacent block are not affected during peak daylight hours.
- **June Solstice (Summer):** Shadow impact is at its lowest due to the high sun angle. Throughout the day, the shadows cast by the proposed building remain short and do not reach beyond the immediately adjacent lots. No significant shadowing of residential yards, pedestrian paths, or communal open spaces is present at any hour.
- **December Solstice (Winter):** While shadows are longest during the winter months, the study shows that their reach does not result in continuous shadow over any specific property. Shadowing

primarily affects rooftops and front yards during morning and late afternoon hours but does not obstruct daylight for extended periods. Importantly, no habitable windows or significant outdoor amenity areas are in persistent shadow.

Figure 9 – March Shadows 8am - 12pm

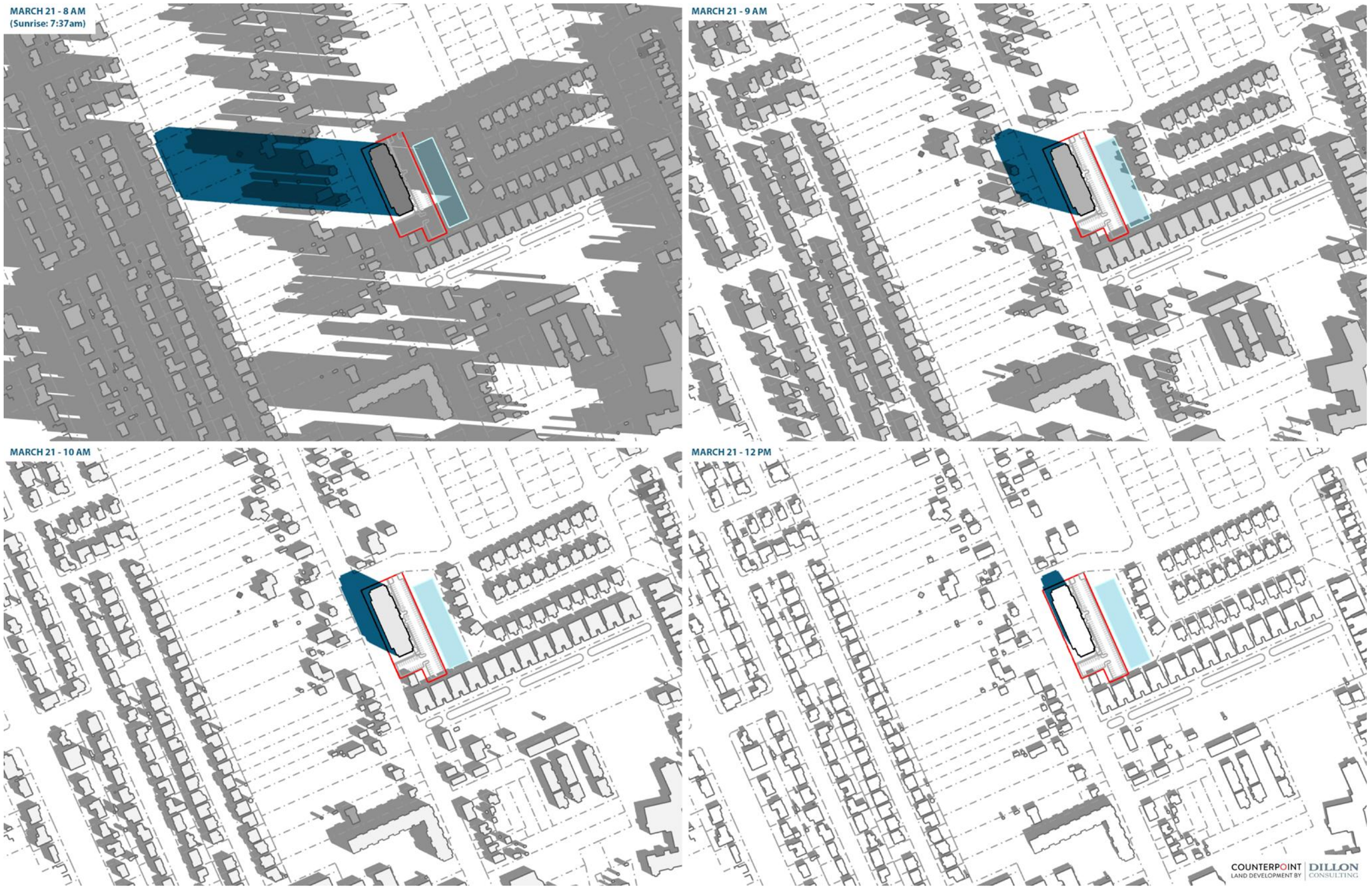
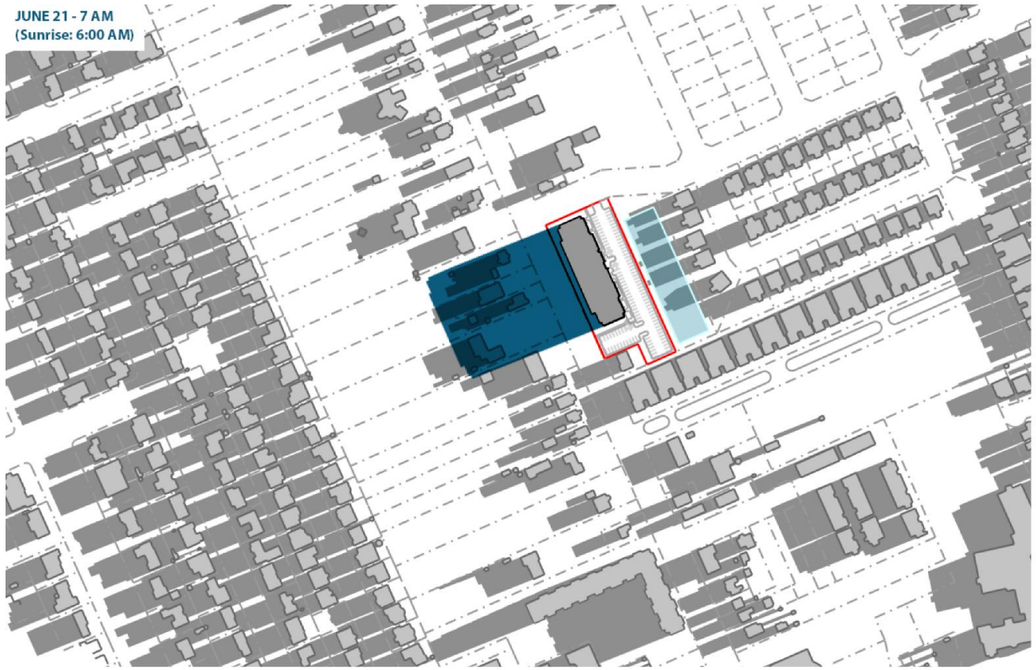
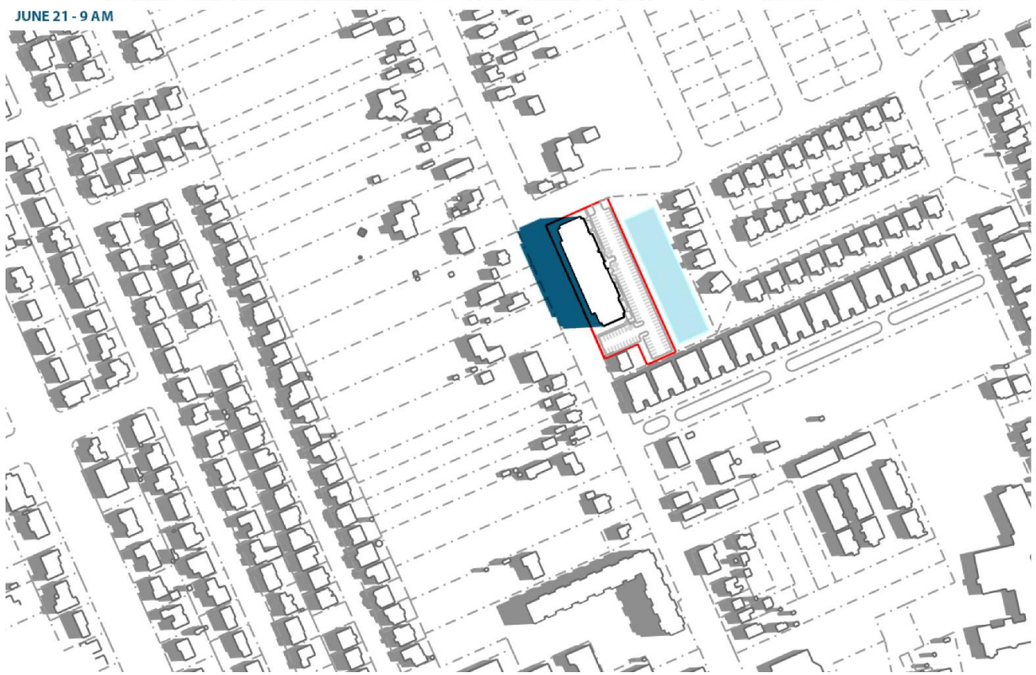


Figure 10 – March Shadows - 3pm - 7pm

Figure 11 – June Shadows -7am - 12pm





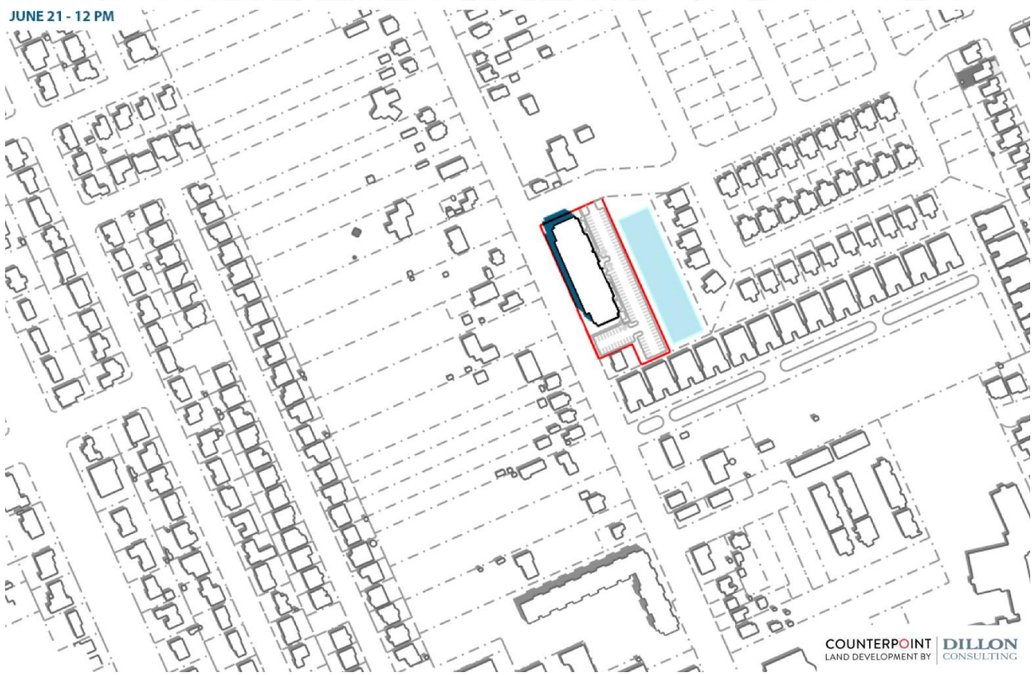
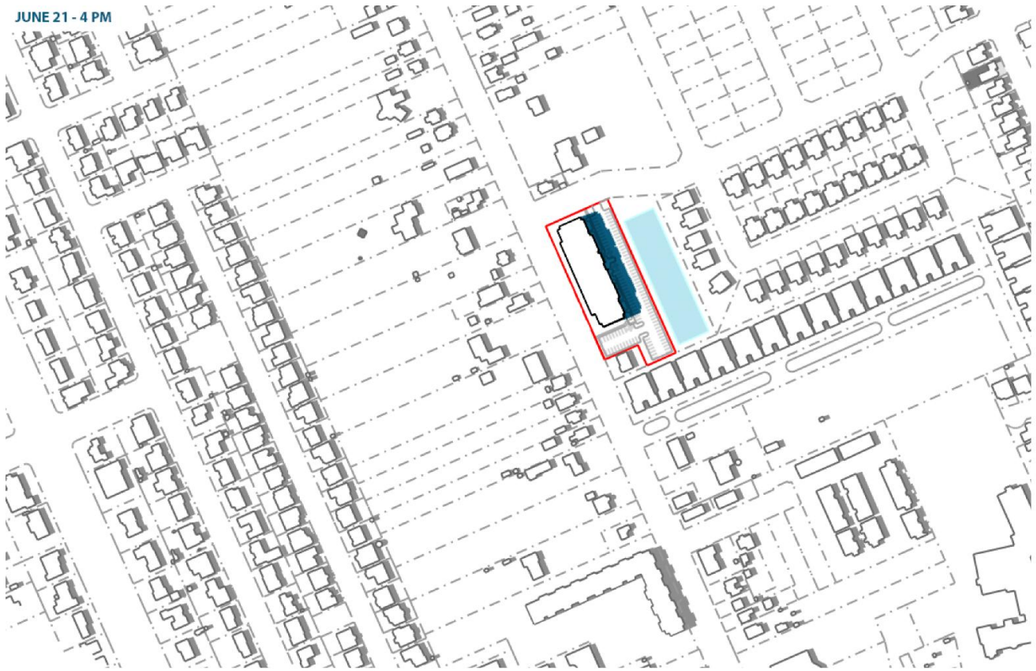
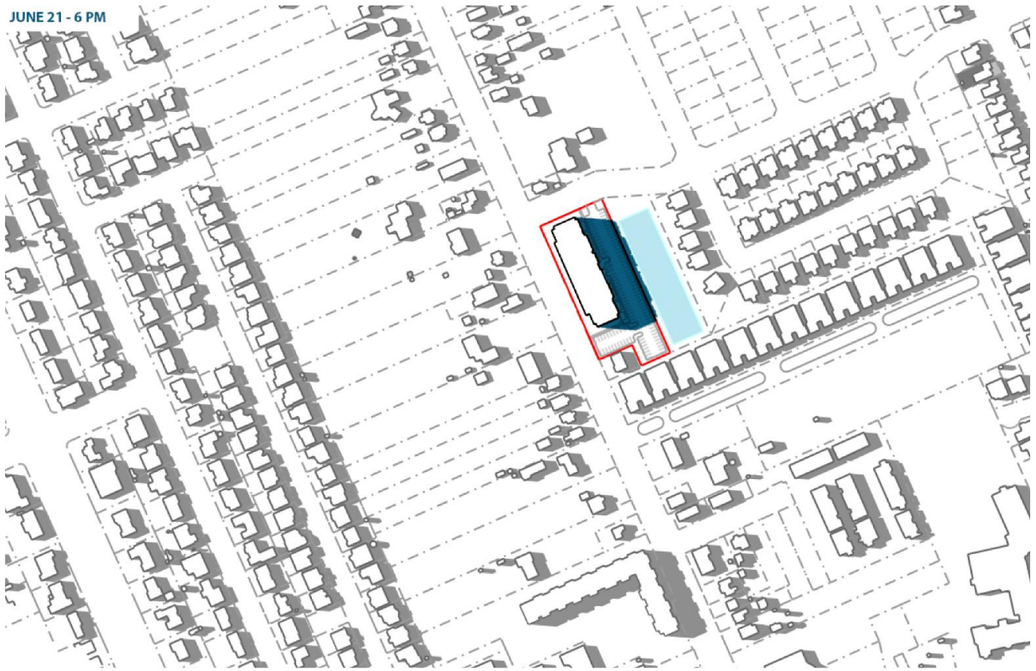
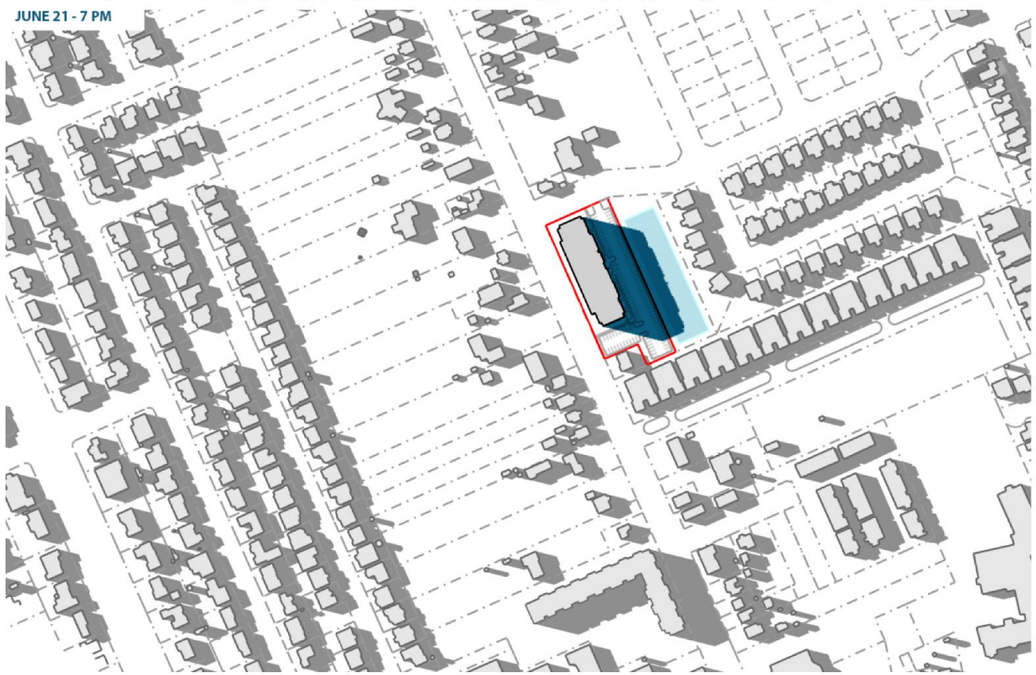


Figure 12 – June Shadows - 4pm – 8pm







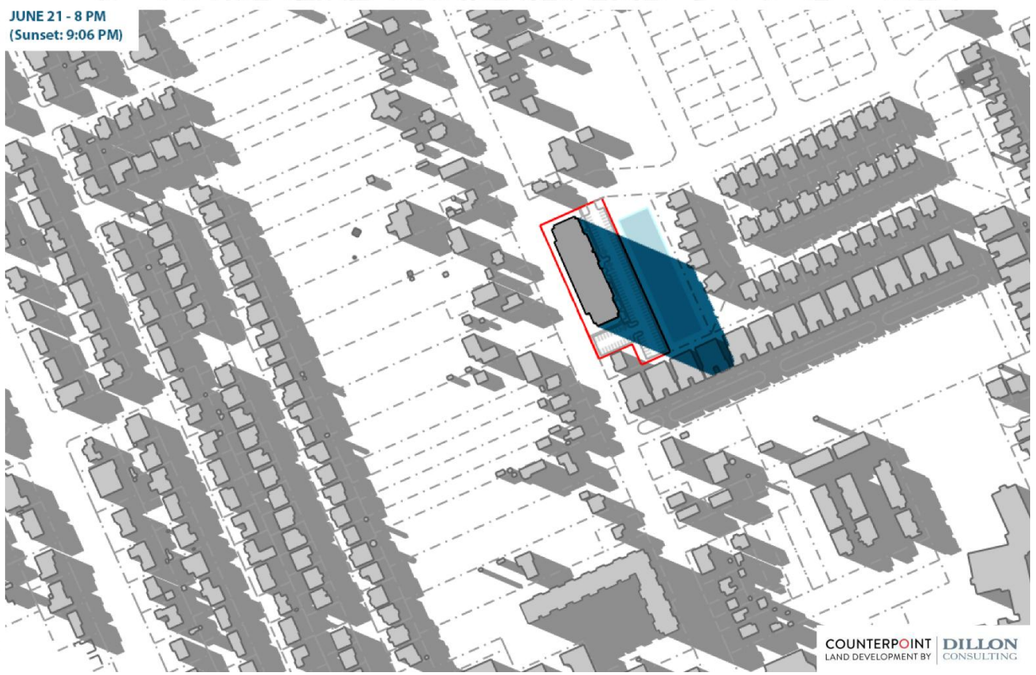
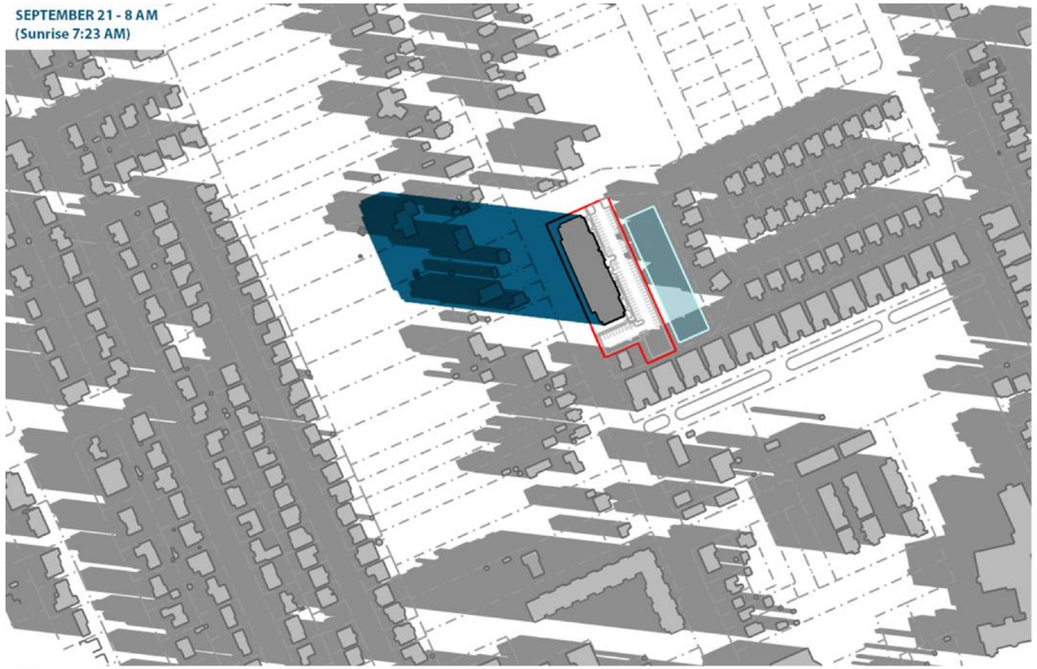
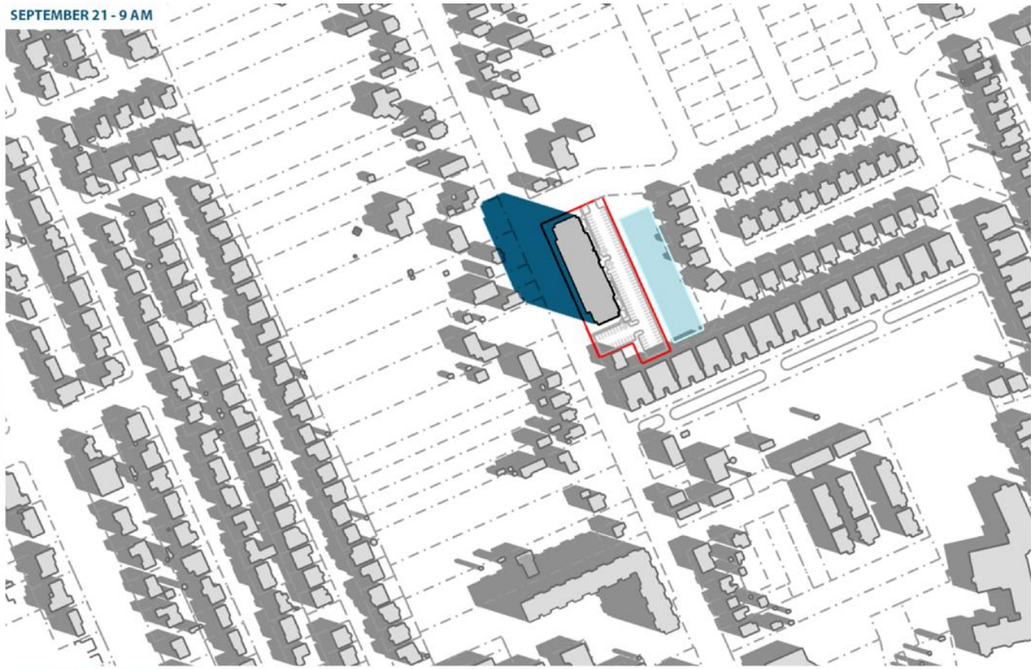
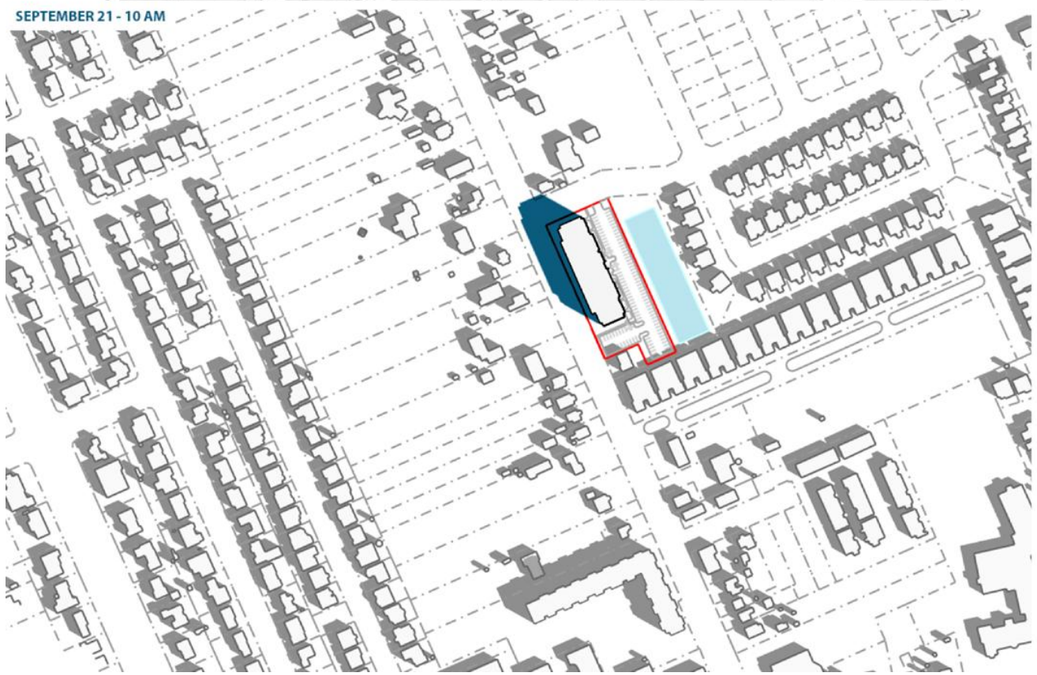


Figure 13 – September Shadows - 8am - 12pm







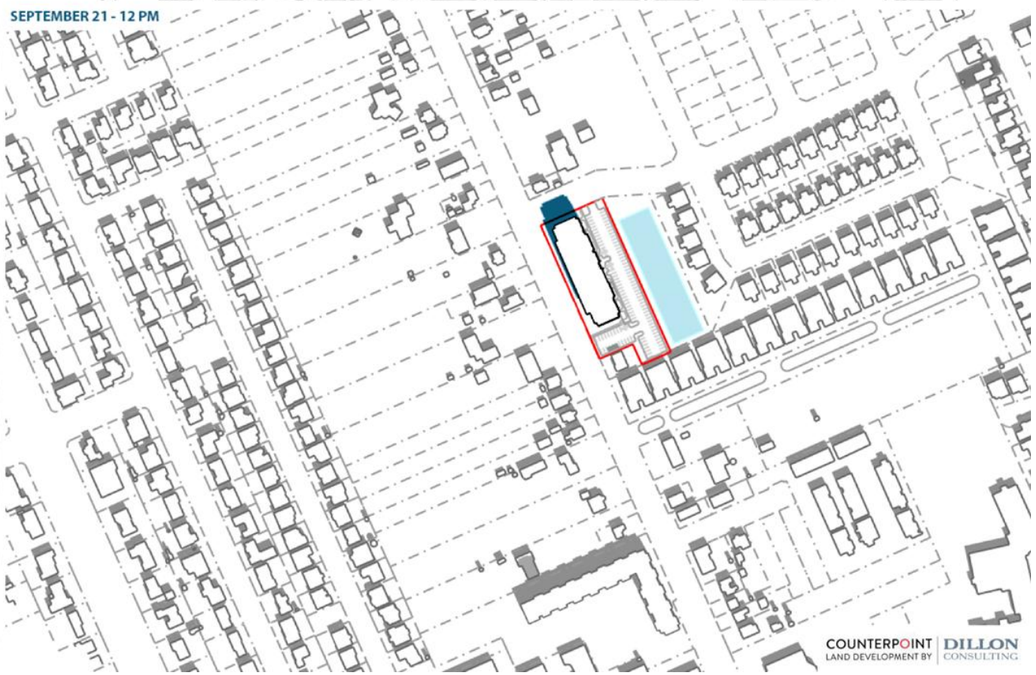


Figure 14 – September Shadows - 3pm - 7pm

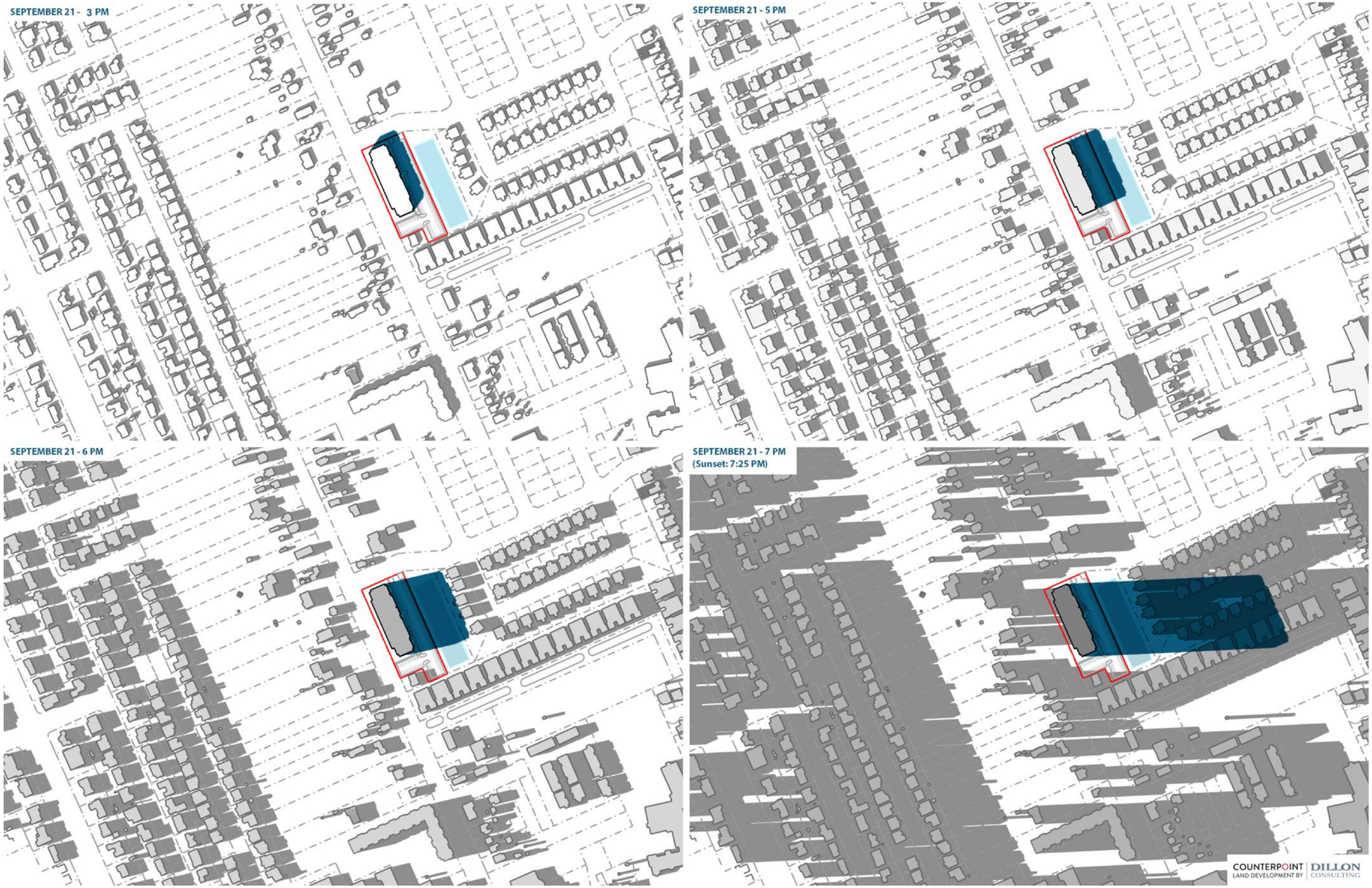


Figure 15 – December Shadows - 8:30am - 11am

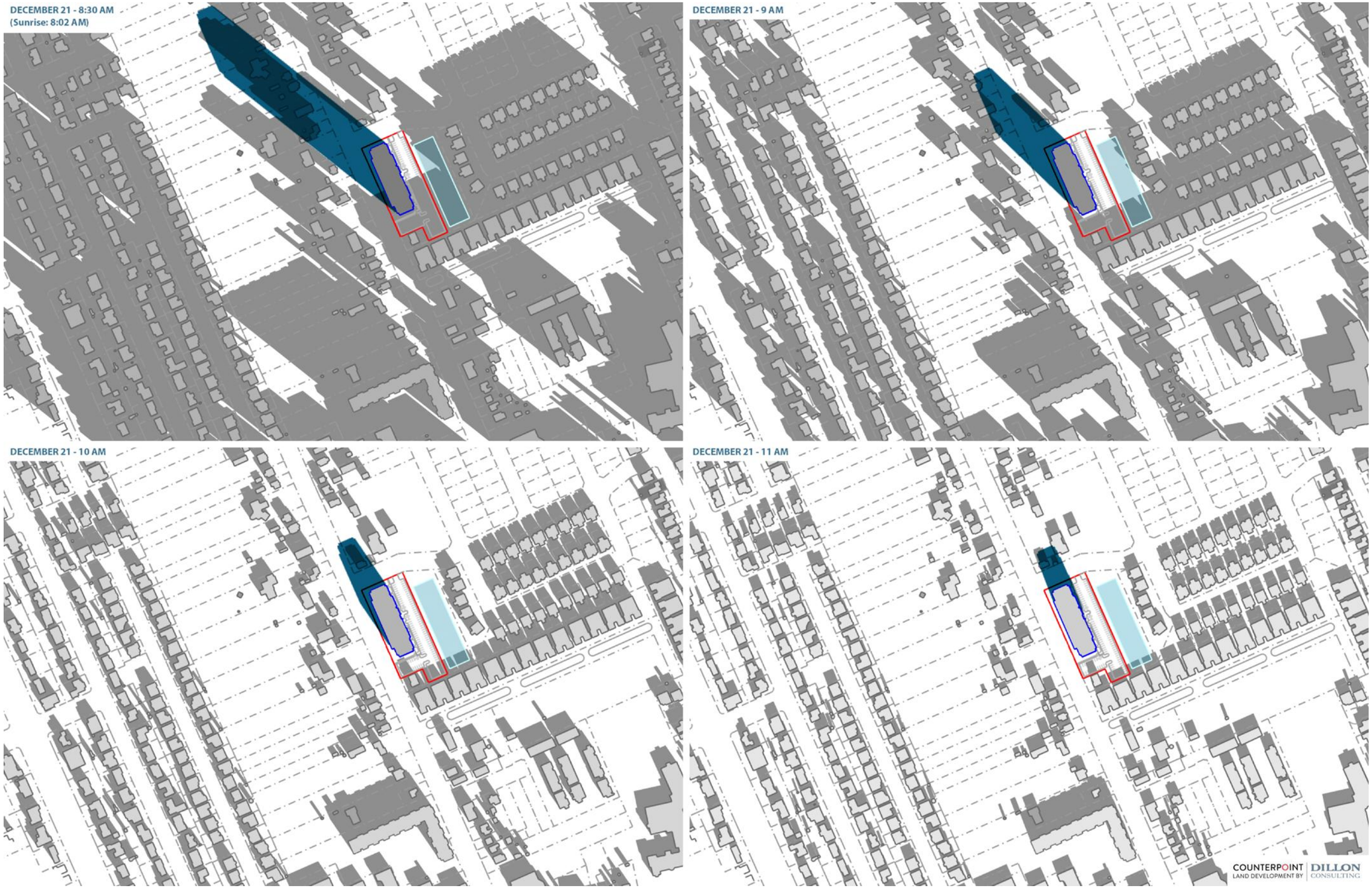
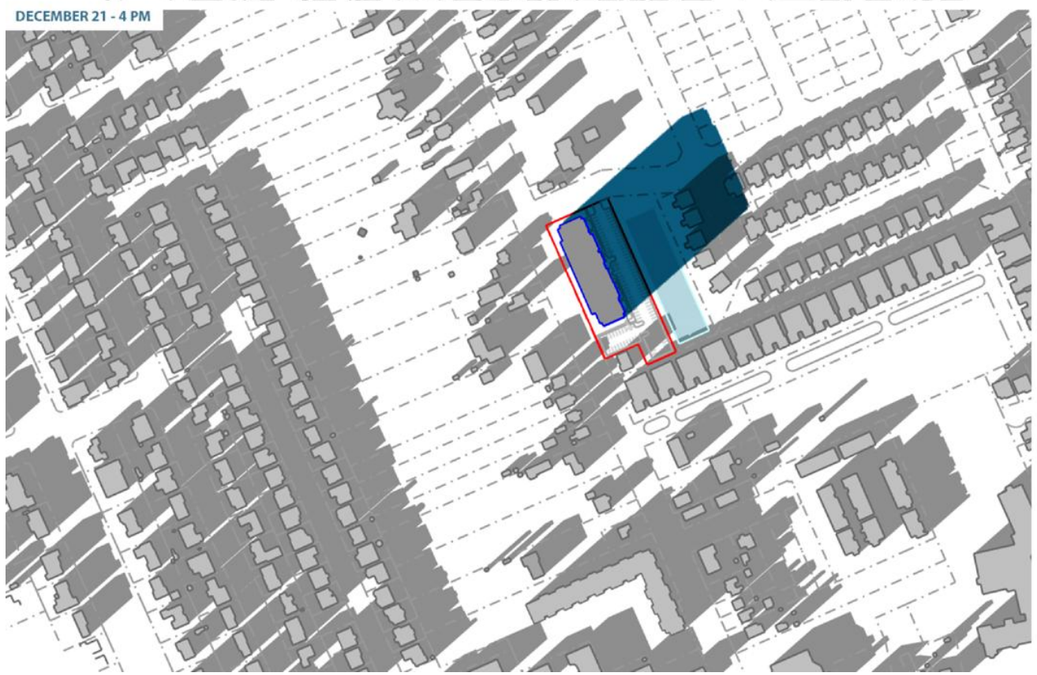
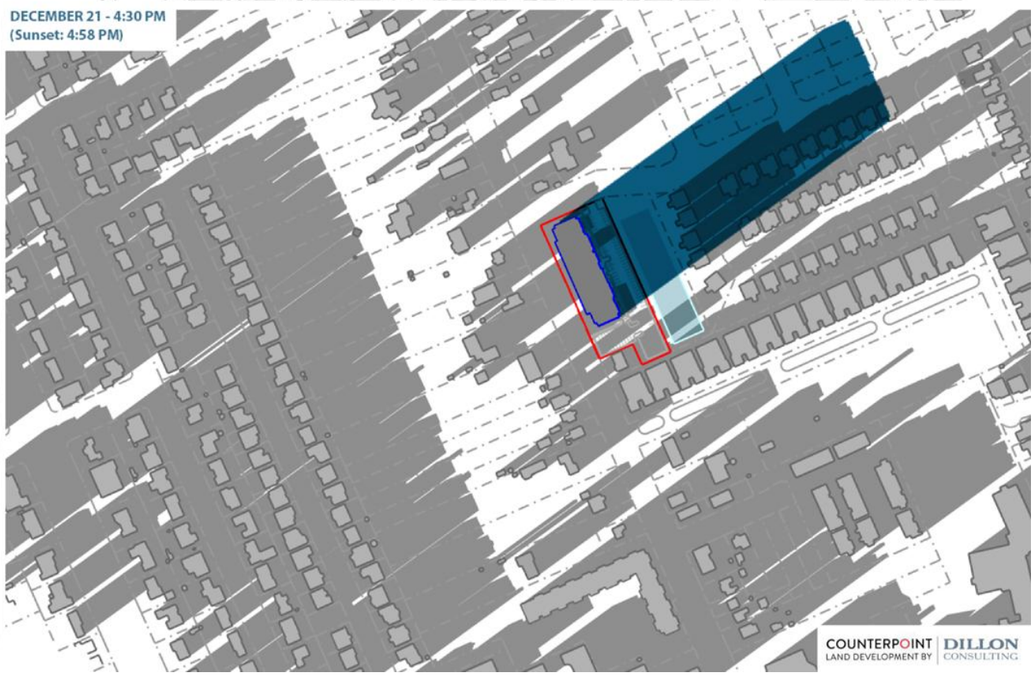


Figure 16 – December Shadows - 2pm - 4:30pm





The massing and orientation of the proposed building have been deliberately configured to minimize adverse shadow impacts:

- **North-South Building Orientation:** The elongated form is aligned north-south, directing shadows toward the public right-of-way and the subject site's own parking and landscaped areas during most daylight hours. This limits shadow penetration into adjacent residential lots.
- **Rear Yard Setback:** The well-defined rear yard setback helps reduce building bulk and limits shadowing impacts on the neighbouring low-rise dwellings to the east.
- **Building Height:** The proposed height remains within a mid-rise scale and is contextually appropriate given surrounding built form. It avoids casting extensive shadows that would typically be associated with taller high-rise developments.

The shadow impacts observed fall within acceptable thresholds as outlined in the City's Intensification Guideline, which typically prioritize protection of residential private outdoor amenity areas and key pedestrian thoroughfares and parks. At no point during the studied times do the shadows from the proposal consistently cover sensitive areas such as rear yards, patios, or play spaces for a duration exceeding one to two hours. The shadow study confirms that the proposed development has been designed with attention to minimizing shadow impacts. The combination of thoughtful siting, moderated height, and orientation ensures the project integrates respectfully with its low-rise residential context while maintaining appropriate solar access to adjacent properties.

2.4 PUBLIC REALM

A well-designed public realm is central to creating an inviting and attractive residential development within a mixed-use corridor. The proposed development enhances the public realm by prioritizing human-scaled design, walkability, and legibility. The building is oriented toward Howard Avenue, with direct, barrier-free pedestrian access, reinforcing the corridor's identity as a people-focused, urban spine. Clear building entrances, landscaping, and transparent ground-floor treatments contribute to a safe, accessible, and engaging pedestrian environment (OP S.8.3.2).

The proposed development activates the street edge through its massing, materiality, and proximity to the sidewalk, contributing to a vibrant, legible, and human-scaled corridor. Sidewalk widths and planting strips enhance pedestrian comfort, while building proportions, fenestration, and signage contribute to visual interest and perceptual coherence at the human eye level.

The spatial arrangement avoids excessive blank walls and vehicle-dominated frontage. Parking and service areas are relegated to the side and rear of the site, preserving the pedestrian experience and reinforcing the visual continuity of Howard Avenue. This approach aligns with contemporary infill design best practices that emphasize public-facing architecture and minimized vehicular intrusion in urban environments.

Ultimately, this development supports the creation of a place that feels livable, legible, and welcoming, even in a car-oriented corridor. It reflects the growing expectation that urban infill must not only fulfill technical requirements, but also enrich everyday experience, support wellness, and foster a sense of rootedness in the urban landscape.

2.5 TRANSPORTATION AND CONNECTVITY

The proposed development demonstrates a thoughtful application of urban design principles related to movement, accessibility, and modal balance. It integrates effectively into the City's transportation network while enhancing walkability and ensuring safe, convenient connections between private and public space. The proposed development is strategically located along Howard Avenue, a Class II Arterial Road, and benefits from strong multimodal connectivity that reinforces the City of Windsor's objectives for compact, accessible, and transit-supportive development (OP S.6.3.2.1 & S.7.2.1).

From an urban design perspective, the site supports a clear movement hierarchy:

- Vehicular access is directed from Holburn Street, a lower-order road, thereby reducing conflicts along Howard Avenue and preserving the arterial corridor's function as a continuous urban frontage.
- Pedestrian connectivity is enhanced through continuous sidewalks and clear sightlines to the main building entrance, ensuring safe and legible access for residents, visitors, and service users.
- Transit accessibility is supported by existing Transit Windsor service on Howard Avenue, providing a realistic alternative to private vehicle use and aligning with transit-oriented development principles.

The development promotes walkability and permeability, as the building's orientation, entrance placement, and sidewalk integration support frequent, direct pedestrian routes between the site and adjacent streets, aiming to prioritize human-scaled connections that reduce walking distances and improve the public realm (OP S. 8.3.1.2).

Additionally, the proposed surface parking layout is positioned to the rear and side of the building, reducing visual and physical disruption along the primary street edge. This reinforces Howard Avenue's evolving urban character, where mid-rise intensification and active edges are encouraged.
The design also supports future adaptability for electric vehicle infrastructure and cycling facilities, contributing to broader mobility objectives and further align with Windsor's sustainable transportation goals.

2.6 SUPPORT WINDSOR'S ECONOMIC AND URBAN GROWTH

The project aligns with Windsor's broader strategies for economic growth, intensification, and urban resilience (OP S.3.2.1, S.4.1.3 & S.6.3.1.1) through:

- Expanding housing supply along a designated intensification corridor, helping to address demand across diverse household types and income levels;
- Optimizing existing infrastructure, reducing pressure to expand services outward, and supporting sustainable, compact growth;
- Reinforcing Howard Avenue as a strategic urban corridor that links Mixed Use Nodes, schools, parks, and services—contributing to a complete, connected neighbourhood;
- Strengthening the residential fabric of South Windsor, enabling greater local spending, civic participation, and social cohesion.

Buildings, spaces and networks should be designed with long-term needs in mind (OP 8.3.1.6). This development reflects that principle: offering permanence, yet flexibility; structure, yet adaptability. It is a civic investment, not just in the corridor's physical transformation, but in the social and economic future of Windsor.

2.7 FUTURE ADAPTABILITY AND LONG-TERM VISION

A well-designed development should not only respond to current conditions, but it must also anticipate the city it will inhabit decades from now. The proposed mid-rise multiple dwelling at 3694–3738 Howard Avenue is intentionally forward-looking: it does not replicate the status quo but embraces Windsor's policy-driven vision for corridor intensification, complete communities, and resilient urban form. It has been designed for long-term flexibility and future growth, ensuring adaptability to changing market demands, urban trends, and community needs. While the building introduces a mid-rise form today, its site configuration, infrastructure, and locational context support future adaptability (OP S.4.2.4) in several ways:

- The building's compact, street-oriented massing and arterial location provide a form that is compatible with future transit-supportive development, including potential intensification of public transit services along Howard Avenue.
- The development introduces a diversified housing typology to an area dominated by low-density forms, ensuring that Windsor's growing population, including newcomers, seniors, and small households, can remain housed within their community over time.
- Landscape and circulation design preserve flexibility for incremental infrastructure improvements, including, bicycle facilities, and low-impact development techniques as technology and sustainability targets evolve.

The development aims to encourage design, which is adaptive, sustainable, and aligned with long-term growth patterns (OP S.4.2.2 & S.6.3.1.3). It anticipates demographic shifts, urban expansion, and the growing imperative to build complete, resilient communities.

3.0 DESIGNATION AND DESIGN POLICY

3.1 OFFICIAL PLAN DESIGNATION

The City of Windsor Official Plan (OP) provides a framework for land use planning and urban design within the municipality. The site is designated Mixed Use Corridor in the Official Plan. The Mixed-Use Corridor designation permits a combination of residential, commercial, and office uses, promoting pedestrian-friendly, transit-supportive development.

3.2 GENERAL URBAN DESIGN POLICIES

Section 8 – Urban Design of the Official Plan outlines urban design principles aimed at guiding development proposals. These policies ensure that developments incorporate good urban design practices, contribute positively to community quality and resident welfare, and promote sustainability and resilience. The objectives include:

- Ensuring compatibility with the surrounding context to prevent negative impacts from development;
- Encouraging diverse land uses that provide access to essential services while incorporating universal design to accommodate individuals of all ages and abilities;
- Supporting active and alternative transportation options to enhance connectivity and reduce car dependency;
- Promoting sustainable designs that prioritize compact and efficient urban forms; and
- Advocating for high-quality design that fosters attractive, walkable neighbourhoods and respects appropriate scale, massing, and density relative to the surrounding area.

Together, these principles focus on creating vibrant, sustainable, and inclusive communities that enhance quality of life while minimizing environmental impacts.

3.3 CITY OF WINDSOR INTENSIFICATION GUIDELINES (2022)

As of June 2022, the City of Windsor has adopted the Intensification Guidelines to provide further policy direction regarding residential intensification and mixed-use development. The document provides a comprehensive framework to guide development and encourage responsible infill development, optimize land use, and integrate new growth into existing neighbourhoods. Its focus is on promoting sustainable growth while preserving community character and enhancing livability. Key principles of the intensification strategy include:

- **Efficient Land Use:** Encouraging higher-density development within designated intensification areas to support public transit, infrastructure, and community services.
- **Context-Sensitive Design:** Ensuring new developments fit within the character of existing neighborhoods through appropriate scale, setbacks, and design elements.
- **Mixed-Use Development:** Promoting diverse land uses that create vibrant, walkable communities and reduce dependence on automobiles.

- **Connectivity and Mobility:** Enhancing pedestrian and cycling networks while supporting transit-oriented development.

The proposed development adheres to these intensification guidelines by promoting higher-density land use, enhancing connectivity, and fostering a dynamic urban environment. By aligning with the City's policies, the development contributes to Windsor's broader goal of sustainable and well-integrated urban growth.

4.0 RESPONSE TO POLICY AND GUIDELINE FRAMEWORK

This section contains a summary of the urban design policies and guidelines relevant to the site and the proposed development.

4.1 RESPONSE TO OFFICIAL PLAN POLICIES

POLICY	POLICY DESCRIPTION	RESPONSE
8.0 – Urban Design		
8.1 - Goals		
8.1.1	Promote a recognizable and attractive city identity.	The development introduces a mid-rise residential form along a prominent arterial road, contributing to the evolving identity of the Howard Avenue corridor. its corner location enhances visibility and anchors future intensification.
8.1.3	Ensure all developments promote pedestrian accessibility.	The building features a minimal front setback, barrier-free entrances, and direct sidewalk connections, supporting pedestrian access and walkability along the corridor.
8.1.6	Maintain a high standard of architectural and urban design.	The building employs contemporary materials, articulated massing, and a defined base-middle-top expression, contributing to a cohesive and context-sensitive urban form.
8.1.10	Ensure streetscapes contribute to Windsor's urban environment.	The project strengthens the Howard Avenue street wall through built form proximity and sidewalk improvements. parking is relegated to the side and rear, maintaining streetscape continuity.
8.1.12	Excellence in building, site, and right-of-way design.	The proposal demonstrates coordinated site and building design, including logical circulation patterns, accessible entries, and well-defined public-private transitions.
8.2 – The Image of Windsor		
8.2.2.7	Ensure projects enhance Windsor's districts and neighborhoods.	The project enhances the character of south Windsor by introducing compatible mid-rise housing that supports corridor intensification and complements nearby commercial, institutional, and recreational uses.
8.3 – Design for People		
8.3.1.2	Encourage pedestrian-scale development.	Human-scale elements including massing articulation, landscaping, and at-grade residential entrances foster a comfortable and walkable public realm.
8.3.2.2	Buildings and spaces should enhance the pedestrian experience.	The building's orientation, transparent façade elements, and active frontage improve the pedestrian experience along Howard Avenue.

POLICY	POLICY DESCRIPTION	RESPONSE
8.4 – Pedestrian Access		
8.4.1.1	Integrate accessible pedestrian routes.	The development includes barrier-free walkways and accessible building entrances that ensure inclusive access for residents and visitors.
8.5 – Ecological Design		
8.5.2.6	Establish landscaping requirements to enhance the urban environment.	The project incorporates perimeter landscaping, green buffers, and street trees that contribute to visual quality, microclimate, and environmental function.
8.5.2.8	Encourage sustainable building and urban design.	The project incorporates green building principles, stormwater management, and energy-efficient infrastructure.
8.7 – Built Form		
8.7.2.1	Ensure new developments complement existing neighborhoods.	The development respects adjacent low-density homes through generous setbacks, orientation, and a mid-rise scale that reflects the policy vision for corridor evolution.
8.7.2.4	Ensure gradual transitions between different building profiles.	Transitions are managed through spatial separation and massing, including a 27.4m rear setback, ensuring compatibility with the adjacent low-rise neighbourhood.
8.11 – Streetscape		
8.11.2.10	Promote mixed-use development along key corridors.	The project supports the transformation of the Mixed Use Corridor designation by providing mid-rise housing in proximity to commercial nodes and public transit.
8.12 – Safety		
8.12.2.1	Design should promote safety and visibility in public spaces.	The project incorporates CPTED principles, including passive surveillance through front-facing units, well-lit walkways, and clearly defined entrances.
8.14 – Future Community Node		
8.14.2.1	Support pedestrian-oriented, mixed-use development.	While not mixed-use, the development supports a pedestrian-oriented urban form through compact design, walkability, and adjacency to a Mixed Use Node and commercial amenities.

4.2 RESPONSE TO CITY OF WINDSOR INTENSIFICATION GUIDELINES (2022)

POLICY REFERENCE	POLICY DESCRIPTION	RESPONSE
1.0 – Introduction		
1.1	Encourages more efficient land use, transit-supportive development, and a broader mix of housing types.	The development promotes compact, efficient land use by intensifying a corridor property with mid-rise housing. it introduces a new housing typology within walking distance of transit and services, supporting more diverse and sustainable residential options.
1.7	Requires intensification to integrate into the existing built form while avoiding undue adverse impacts.	The project demonstrates thoughtful integration through generous setbacks, orientation, and massing that minimize shadowing and preserve privacy. its design respects adjacent low-rise housing while contributing to the corridor's evolving form.
3.0 – Mixed Use Centres, Nodes and Corridors		
3.1	Encourages development that integrates residential, commercial, and office uses while ensuring compatibility with surrounding areas.	While the proposal is residential-only, it complements nearby commercial and institutional uses within the Mixed Use Node. the development supports a balanced land use mix and aligns with broader intensification goals for the corridor.
3.2.1	Mixed Use centres should be pedestrian-oriented, with buildings framing streets and supporting public transit.	The building is oriented to frame Howard Avenue with a minimal setback, strong pedestrian access, and proximity to public transit. its urban frontage helps reinforce the pedestrian function of the corridor.
3.2.2	Supports a full range of residential, commercial, and office uses along arterial and collector roads.	The project introduces medium-density residential use in a form that complements adjacent commercial areas and adds population to support nearby retail and services.
3.2.3	Nodes should include local retail, specialty shops, dining, and residential uses within walking distance of surrounding neighborhoods.	The subject site is located less than 200 metres from the cabana road node and provides a residential base that will reinforce foot traffic and vibrancy within this existing commercial hub.
3.3.1	Buildings should front the street with active uses, minimal setbacks, and pedestrian-scale design.	The building's massing and orientation define a strong street wall, and its pedestrian-scale elements such as entrances, glazing, and articulation promote visual interest and walkability.

POLICY REFERENCE	POLICY DESCRIPTION	RESPONSE
3.3.3	Requires street trees, urban plazas, and green infrastructure to enhance public spaces.	The development includes landscaped buffers, tree planting, and green edges along Howard Avenue, enhancing visual character and contributing to the green streetscape of the corridor.
3.4	Supports a mix of low, medium, and high-profile buildings with appropriate transitions to existing built form.	The proposal is a medium profile building that fits the intended scale of the corridor and incorporates a significant rear setback to transition appropriately to adjacent low-rise homes.
3.4.1	Taller buildings should be concentrated along major roads, with step-backs to reduce visual impact.	The six-storey building is located on a Class II arterial road, consistent with policy direction. while step-backs are not used, the site design achieves compatibility through horizontal separation and massing articulation.
3.4.3	Encourages street-level retail and upper-floor residential, with engaging storefronts and pedestrian-focused design.	Though commercial space is not proposed, the ground level includes transparent glazing, articulated entrances, and active design features that contribute to a lively and walkable street edge.
3.4.4.1	Requires appropriate height transitions, podium developments, and setbacks to maintain sky views and reduce shadows.	The development applies generous rear setbacks and carefully considered massing to provide a smooth scale transition, maintain light penetration, and preserve neighbourhood character.
3.4.4.2	Ground floors should have large windows, engaging entrances, and minimal blank walls.	The design delivers a transparent and articulated ground floor with frequent entrances and minimal blank walls, reinforcing safety, legibility, and engagement along Howard Avenue.
3.4.4.4	Developments should be designed to encourage transit use, with minimal surface parking and strong pedestrian connections.	The site is well-connected to sidewalks and transit stops, with surface parking positioned away from the public realm. this supports walkability and aligns with transit-supportive development principles.

5.0 SUMMARY

In summary, the proposed six-storey, medium-profile residential development at 3694–3738 Howard Avenue reflects a context-sensitive approach to intensification aligned with the City of Windsor's Official Plan and Intensification Design Guidelines. Situated within a designated Mixed Use Corridor and near the Cabana Road East Mixed Use Node, the site offers a strategic opportunity for compact, transit-supportive growth that reinforces the City's vision for complete, walkable communities.

Surrounded by a diverse mix of low-rise housing, commercial amenities, parks, and schools, as well as the nearby Soho South Windsor mid-rise development, the location supports the introduction of mid-density housing. The building's placement along Howard Avenue creates a defined urban edge, while a generous 27.4-metre rear setback ensures a respectful transition to neighbouring homes. The north-south massing, clear pedestrian circulation, and public-facing design enhance the walkability and human scale of the corridor.

Some of the key urban design strategies include:

- Contextual massing and façade articulation to break visual bulk and respect pedestrian proportions;
- Barrier-free pedestrian access, clear entrances, and active frontage;
- Landscaped buffers, separation of parking, and minimized vehicular presence along Howard Avenue;
- Limited shadow impacts, verified through seasonal studies, with no prolonged shading of private outdoor spaces or habitable windows.

The development demonstrates land use compatibility not through uniformity, but through appropriate scale relationships, transitional form, and future adaptability. It introduces needed housing supply while contributing to a corridor that is transitioning toward a more urban, livable, and resilient form. The design anticipates changing demographics and future infrastructure needs, supporting potential upgrades for green technologies, diverse tenure types, and evolving mobility.

In alignment with OP Policies, the project contributes to Windsor's long-term economic and urban growth by (OP S. 4.2.2.4, S.6.3.2.1, S.6.3.2.5, S.8.3.2):

- Expanding housing near services, schools, and transit;
- Optimizing infrastructure and reducing sprawl;
- Reinforcing Howard Avenue's role as a strategic intensification spine;
- Enhancing the vitality and functionality of South Windsor's urban fabric.

Ultimately, the proposal exemplifies a forward-thinking, adaptable, and place-sensitive infill strategy, balancing intensification with neighbourhood character while positioning itself as a lasting civic contribution to the evolving Howard Avenue corridor.

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