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LAND DEVELOPMENT BY

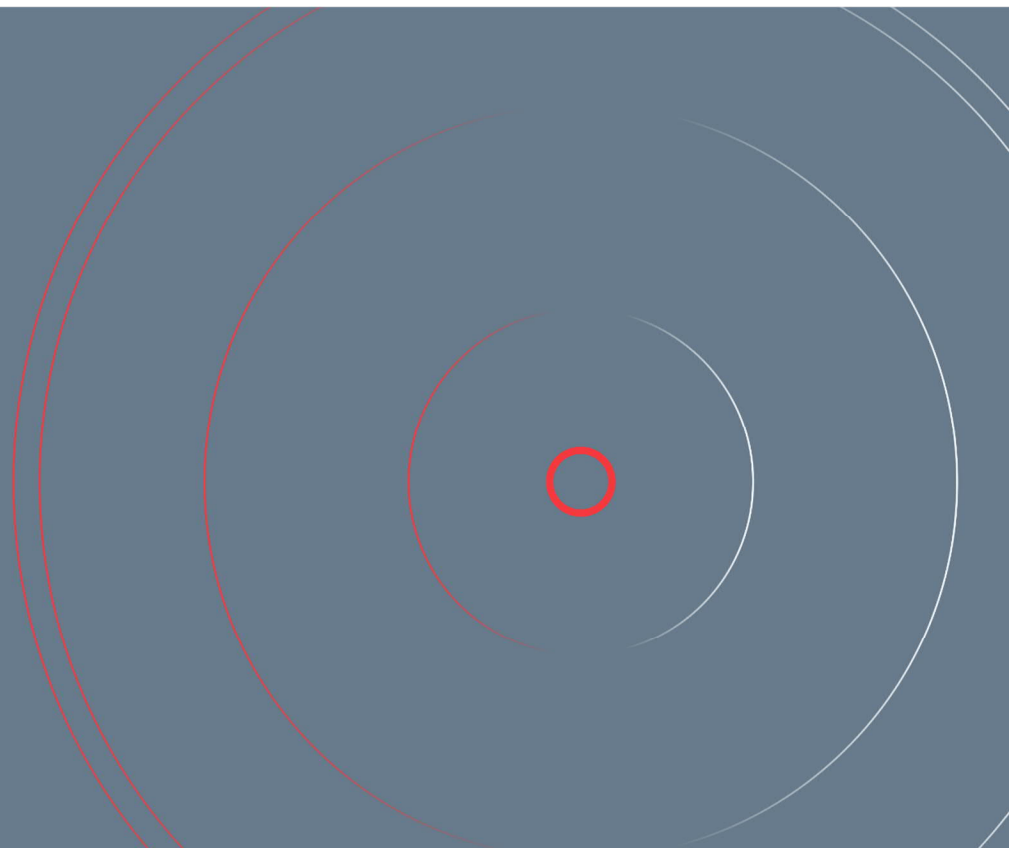
DILLON  
CONSULTING

ASTORIA INC.

# PLANNING JUSTIFICATION REPORT

Residential Development at  
3771, 3783, 3793 Howard Avenue, Windsor

APRIL 2026 – 24-8888



# TABLE OF CONTENTS

1.0 INTRODUCTION .....	1
1.1 Purpose .....	1
1.2 Description of Site .....	2
1.3 Proposed Development .....	2
1.4 Planning Policies .....	8
1.5 Proposed Application.....	10
2.0 EXISTING LAND USE .....	11
2.1 Subject Site.....	11
2.2 Surrounding Land Use.....	11
3.0 PLANNING EVALUATION .....	13
3.1 Provincial Planning Statement (2024).....	13
3.2 City of Windsor Official Plan.....	13
3.3 City of Windsor Intensification Guidelines (2022).....	14
3.4 City of Windsor Zoning By-Law 8600 .....	14
3.5 ‘Housing Solutions Made for Windsor’ .....	14
3.6 Planning Analysis and Considerations .....	15
3.6.1 Housing Diversity & Intensification.....	15
3.6.2 Neighbourhood Compatibility .....	16
3.6.3 Human-Scaled and Pedestrian-Oriented Urban Design.....	16
3.6.4 Site Suitability .....	17
3.6.5 Shared Access .....	17
3.6.6 Municipal Service Impacts.....	18
3.6.7 Planned Infrastructure .....	18
3.6.8 Social and/or Economic Considerations.....	18
3.6.9 Good Planning .....	18
3.7 Background Studies .....	19
3.7.1 Public Open House.....	19
3.7.2 Guideline Plan.....	19
3.7.3 Natural Site Features Inventory Study .....	20
3.7.4 Traffic Impact Assessment (TIS) + Memo.....	20

3.7.5 Functional Servicing Report (FSR) & Stormwater Management Memo (SWM)..... 20  
 3.7.6 Summary ..... 21  
 4.0 CONCLUSION ..... 22

FIGURES

Figure 1 – Location Map ..... 1  
 Figure 2 – Conceptual Site Plan..... 3  
 Figure 2 – Rendering #1 ..... 4  
 Figure 2 – Rendering #2 ..... 5  
 Figure 2 – Rendering #3 ..... 6  
 Figure 2 – Rendering #4 ..... 7  
 Figure 7 – City of Windsor Official Plan Designations..... 9  
 Figure 8 – City of Windsor Zoning By-law 8600 Designations..... 9  
 Figure 9 – Surrounding Land Uses ..... 12

APPENDICES

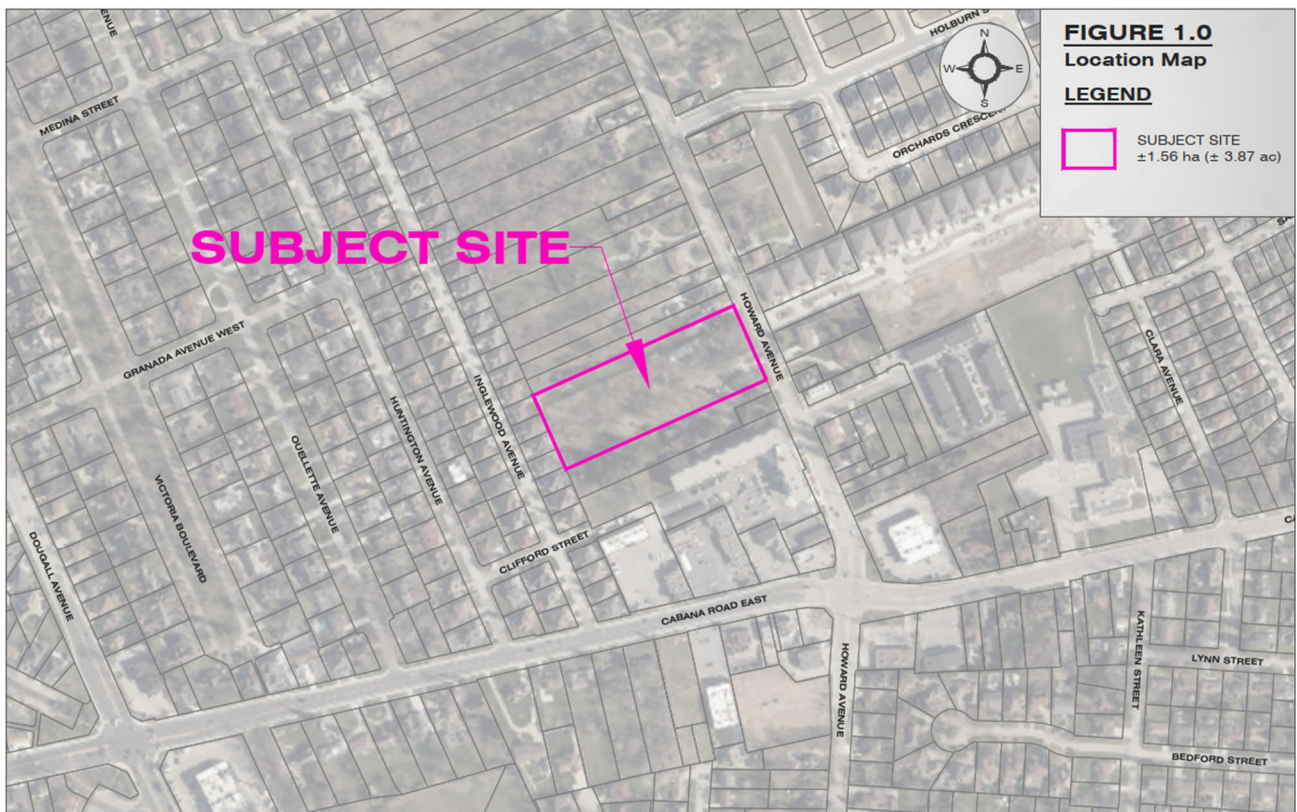
Appendix A – Provincial/City Policies

# 1.0 INTRODUCTION

## 1.1 PURPOSE

Dillon Consulting Limited (Dillon) has been retained by Astoria Inc., herein referred to as the 'applicant', to assist in obtaining the necessary planning approvals for the proposed residential development located at 3771, 3783, and 3793 Howard Avenue, herein referred to as the 'subject site' (refer to Figure 1: Location Map). The following report supports the Zoning By-law Amendment (ZBA) application required to facilitate the proposed development.

Figure 1 – Location Map



Source: City of Windsor Essex Online Mapping (2025)

## 1.2 DESCRIPTION OF SITE

The subject site consists of three (3) parcels municipally known as 3771, 3783, and 3793 Howard Avenue in the City of Windsor. The property is legally described as:

- Plan 1431, Lots 24-26.

The total site area is 1.57 hectares (3.88 acres) with 76.2 metres (250.0 feet) of frontage along Howard Avenue. Currently, the subject site is occupied by three single-detached residential dwellings and ancillary structures, all of which are proposed to be removed to facilitate redevelopment.

## 1.3 PROPOSED DEVELOPMENT

As shown on Figure 2, the proposed residential development includes:

- Four (4) two-storey townhome dwellings with four (4) units in each, for a total of 16 townhome units; and
- Two (2) six-storey multiple dwelling buildings with 81 units in each, for a total of 162 units;
- A total of 178 dwelling units are proposed on the site;
- A total of 220 parking spaces, with 16 garages for the townhome dwellings and 204 surface parking spaces for the multiple dwellings, along with three (3) loading spaces.

Site access is provided via a single driveway along Howard Avenue. Two internal laneways extending from the driveway offer access to the townhome dwellings, each of which includes private driveways and attached garages for residents. The Site Plan incorporates pedestrian walkways throughout the parking area to ensure clear and accessible routes to building entrances. The development also provides 12 bicycle parking spaces and an outdoor amenity area of 494.0 m<sup>2</sup> (5,317.37 ft<sup>2</sup>).



Figure 3 – Rendering #1

**a** architectural  
**d** design  
**a** associates  
inc. architect



Figure 4 – Rendering #2



Figure 5 – Rendering #3



Figure 6 – Rendering #4



## 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 & Residential

As indicated on Figure 7, the subject site is designated “Mixed Use Corridor” under the City’s Official Plan (Windsor OP). As per S.6.2.1.2, (a) Low Profile developments are buildings or structures generally no greater than three (3) storeys in height; and (b) Medium Profile developments are buildings or structures generally no greater than six (6) storeys in height (S.6.2.1.2). Within the Residential land use designation, Medium Profile dwelling units are permitted on the subject site (S.6.3.2.1), which allows for both the proposed two Multiple Dwelling development and the Townhome Dwellings.

In July 2022, the City of Windsor adopted Official Plan Amendment No. 159 to provide direction and implement policies regarding intensification within the City. Pursuant to the amended Official Plan policies (S.6.5.3.1), only Medium to High Profile residential uses, either as stand-alone buildings or part of a commercial-residential mixed use buildings shall be permitted throughout the Mixed Use Corridor. An Official Plan Amendment (OPA) would be required to permit Low Profile development within the Mixed Use Corridor designation which includes the proposed four (4) 2-storey Townhome Dwellings.

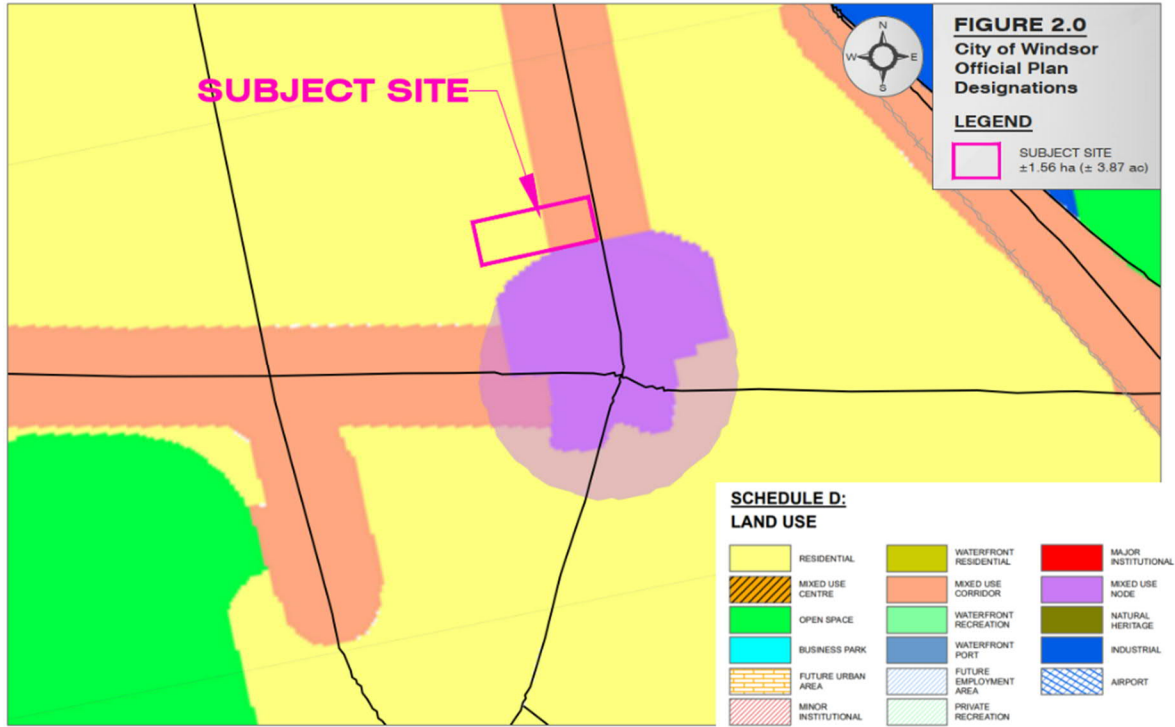
Further examination is provided in Section 3.0 – Planning Evaluation of this Report on how the proposed development meets the criteria under Policies 6.5.2 and 6.5.3 of the Official Plan. Overall, the remainder of the proposed development is consistent with the applicable policies of the City of Windsor Official Plan.

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

- Residential District 1.1 (RD1.1) and Holding Residential District 1.1 (HRD1.1)

As shown on Figure 8, the subject site is currently zoned Residential District 1.1 (RD1.1) and Holding Residential District 1.1 (HRD1.1) in the City of Windsor Zoning By-law 8600. The current zoning does not appropriately reflect the proposed development. As such, the applicant is requesting that Council approve a site-Specific Zoning By-law Amendment (ZBA) to the City of Windsor Zoning By-law 8600 to apply a site-specific Residential District 3.2 (RD3.2).

Figure 7 – City of Windsor Official Plan Designations



Source: City of Windsor Official Plan, Schedule "D" Land Use

Figure 8 – City of Windsor Zoning By-law 8600 Designations



Source: City of Windsor Zoning By-law 8600, Zoning District Map 9

## 1.5 PROPOSED APPLICATION

The proposed development requires both an Official Plan Amendment and a Zoning By-law Amendment (OPA/ZBA) to permit the proposed residential development.

The subject site is designated Mixed Use Corridor and Residential under the City of Windsor Official Plan (Windsor OP). Under S.6.2.1.2, Low Profile development is defined as buildings up to three (3) storeys, while Medium Profile development includes buildings up to six (6) storeys. Following the adoption of Official Plan Amendment No. 159, the Mixed Use Corridor designation permits only Medium to High Profile residential uses (S.6.5.3.1). As such, the proposed four (4) 2-storey Townhome dwellings constitute as Low Profile development and are not permitted within this designation. An OPA is therefore required to allow Low Profile residential development on the Mixed Use Corridor portion of the site.

The subject site is currently zoned Residential District 1.1 (RD1.1) and Holding Residential District 1.1 (HRD1.1) in the City of Windsor's Zoning By-law 8600. The existing zone does not accommodate the proposed development. As such, a ZBA is required to rezone the lands to a site-specific Residential District 3.2 (RD3.2) zone, with the following reliefs requested:

- Townhome dwellings as an additional permitted use;
- Increase in maximum building height from 18.0 metres to 20.0 metres; and
- Reduction in minimum landscaped open space from 35.0% to 33.0%.

Permitting townhome dwellings introduces a Missing Middle housing form that supports housing diversity. The modest increase in height facilitates contemporary building design and efficient floor-to-floor heights. The minor reduction in landscaped open space is appropriate given the compact urban form, provision of amenity space, and overall site functionality, while maintaining compatibility with surrounding land uses. Together, the OPA and ZBA will implement a planning framework that supports the proposed development while aligning with the Provincial Planning Statement and the broader policy direction of the City of Windsor Official Plan.

## 2.0 EXISTING LAND USE

### 2.1 SUBJECT SITE

The physical attributes of the Site are as follows:

- A total site area of 1.57 hectares (3.88 acres);
- Rectangular shape;
- Frontage on Howard Avenue;
- Some mature trees; and
- Access to existing municipal services.

### 2.2 SURROUNDING LAND USE

The surrounding land uses are as shown in Figure 9 – Surrounding Land Uses and are described as follows:

#### North

- Existing Uses: Low-density Residential;
- Official Plan Designation(s): Residential, Mixed Use Corridor; and,
- Zone(s): Residential District 1.1 (RD1.1), Residential District 2.2 (RD2.2), Holding Residential District 1.1 (HRD1.1).

#### East

- Existing Uses: Low-density Residential;
- Official Plan Designation(s): Residential; and,
- Zone(s): Residential District 1.1 (RD1.1), Residential District 3.1 (RD3.1), Holding Residential District 1.1 (HRD1.1), and Institutional District 1.1 (ID1.1).

#### South

- Existing Uses: Low-density Residential, Medium-density Residential, Commercial;
- Official Plan Designation(s): Mixed Use Node, Mixed Use Corridor, Residential; and,
- Zone(s): Commercial District 2.1 (CD2.1), Commercial District 2.2 (CD2.2), Institutional District 1.1 (ID1.1), Residential District 1.4 (RD1.4), Residential District 2.5 (RD2.5), and Residential District 3.2 (RD3.2).

#### West

- Existing Uses: Low-density Residential;
- Official Plan Designation(s): Residential; and,
- Zones(s): Residential District 1.4 (RD1.4), Green District 1.4 (GD1.4).

Figure 9 – Surrounding Land Uses



Source: County of Essex Online Mapping (2023), Prepared by Counterpoint Land Development by Dillon Consulting.

## 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;
- City of Windsor Intensification Guidelines (2022);
- City of Windsor Zoning By-law 8600 regulations;
- Howard-Whiteside-Inglewood Guideline Plan (Dillon Consulting, 2025); and
- Visual inspections of the Site and surrounding lands.

Recognizing that overlaps exist between the various policies and criteria in the Provincial Planning Statement and the local policy context, the approach used attempts to consolidate the relevant policies and criteria and identify and evaluate the potential planning and land use related issues associated with the proposed residential use. A review of the relevant policies and regulations can be found in Appendix A – Provincial/City Policies.

### 3.1 PROVINCIAL PLANNING STATEMENT (2024)

The Provincial Planning Statement, 2024 (PPS) provides direction on matters of provincial interest related to land use planning and development providing for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environments. The PPS is issued under Section 3 of the *Planning Act* and is a streamlined province-wide land use planning policy framework that replaces both the PPS, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 while building upon housing-supportive policies from both documents. It requires that all decisions affecting planning matters shall be consistent with the revised Provincial Planning Statement (refer to Appendix A – Provincial/City Policies).

### 3.2 CITY OF WINDSOR OFFICIAL PLAN

The local policy context is issued under the City of Windsor Official Plan (OP), which establishes the policy framework for managing growth and guiding land use decisions within the City. It is comprised of a holistic set of goals, objectives and policies to provide direction for the future pattern of development envisioned while protecting resources and ensuring community goals are met. The primary goals of the OP include:

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

The subject site is currently designated as Mixed Use Corridor and Residential in the Official Plan. While the proposed Medium Profile multiple dwellings conform to permitted uses within these designations, the

proposed Low Profile Townhome dwellings are not permitted within the Mixed Use Corridor designation as amended by OPA 159.

Accordingly, an OPA is required to permit Low Profile residential development on the portion of the site designated Mixed Use Corridor. The remainder of the proposed development is consistent with the applicable policies of the Official Plan. (refer to Appendix A – Provincial/City Policies).

### 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.

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

The City of Windsor Zoning By-law 8600 serves as a legal framework to ensure that land use and development within the municipality align with the community's planning goals while protecting public health and safety. The Zoning By-law 8600 regulates land use, sets building standards, controls development, and promotes orderly growth within the City of Windsor.

The Site is currently zoned as Residential District 1.1 (RD1.1) and Holding Residential District 1.1 (HRD1.1) in accordance with Zoning District Map 9. The current zoning does not permit the proposed residential development. As such, a ZBA is requested to rezone the Site to a site-specific Residential District 3.2 (RD3.2). The ZBA requests the following reliefs:

- Townhome dwellings as an additional permitted use;
- Increase in maximum building height from 18.0 metres to 20.0 metres; and
- Reduction in minimum landscaped open space from 35.0% to 33.0%.

### 3.5 'HOUSING SOLUTIONS MADE FOR WINDSOR'

'Housing Solutions Made for Windsor' is a comprehensive municipal strategy introduced in 2024 to accelerate housing development in response to rapid population growth and the broader provincial housing crisis. Since 2020, Windsor's metropolitan area has grown by over 17,000 residents, intensifying demand for diverse and affordable housing options. The initiative serves as the City's localized response to *Ontario's More Homes Built Faster Act* (Bill 23) and is tied to Windsor's Municipal Housing Pledge to deliver 13,000 new homes by 2031; the City's share of the province's goal to construct 1.5 million homes across Ontario. To meet this target, the City has adopted a multi-faceted approach that includes unlocking surplus and strategically positioned municipal lands, streamlining approvals, incentivizing infill development, and supporting a full spectrum of housing types, including affordable, rental, and "missing middle" forms.

The proposed development aligns with these objectives, and reflects the City's strategy, by advancing context-sensitive residential intensification in a fully serviced urban area. Overall, the initiative embodies a

place-based approach to housing delivery—facilitating gentle density, respecting neighbourhood character, and contributing meaningfully to both provincial housing goals and local quality-of-life outcome through improved housing choice, efficient use of existing infrastructure, enhanced walkability, and a built form that is compatible with surrounding neighbourhoods.

## 3.6 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, as it encourages redevelopment, intensification and revitalization of areas with sufficient existing and planned infrastructure. The proposed development advances provincial and municipal objectives to provide a broad range of housing types and densities while maintaining compatibility with surrounding land uses and neighbourhood character.

The proposed OPA seeks to introduce two-storey townhouse dwellings within the Mixed Use Corridor along Howard Avenue, with a specific focus on delivering ‘Missing Middle’ housing. The associated site-specific (ZBA to a site-specific Residential District 3.2 (RD3.2) is required to implement the development in a manner that aligns with the intent of the Mixed Use Corridor designation, supports housing diversity, and achieves context-sensitive intensification consistent with Provincial and Municipal policy direction.

### 3.6.1 Housing Diversity & Intensification

The PPS introduces a streamlined approach to housing delivery, emphasizing the need for at least 1.5 million new homes by 2031, and requires municipalities to plan for a range and mix of housing options and densities that meet the needs of current and future residents (PPS, 10.8.1). The PPS expressly recognizes that reliance on single-detached dwellings and high-rise apartment forms alone is insufficient to address Ontario’s housing shortage, and expands the definition of housing options to include townhouses and other Missing Middle forms (PPS, Chapter 1). The proposed two-storey townhouses directly implement this policy direction by introducing a compact residential form that has a faster delivery-to-market timeline than complex mixed-use concrete mid-rises (OP, 6.3.1).

Locally, the City of Windsor is experiencing demographic shifts characterized by smaller household sizes, an aging population, and increased demand for attainable housing options (PPS, 2.2.1.b, 3.2.1.2). Much of the City’s existing housing stock consists of larger single-detached dwellings that no longer align with evolving needs. In this context, the proposed townhouses represent a Missing Middle housing form that expands housing choice by providing attainable entry points for young professionals and first-time buyers, downsizing opportunities for seniors wishing to remain in their community, and family-oriented units that are underrepresented along arterial corridors.

Recent municipal policy directions, including emerging residential corridor frameworks, recognize low-profile intensification, including two-storey townhomes, as a preferred method for bridging busy arterial roads and stable residential interiors. By permitting townhouses within the RD3.2 zone, the proposed development advances provincial and municipal objectives for intensification and housing diversity in a manner that is context-sensitive, efficient, and supportive of long-term community stability.

### 3.6.2 Neighbourhood Compatibility

The subject site is located within a built-up urban area characterized by a mix of residential, commercial, and institutional uses, including low- to medium-density residential neighbourhoods, established commercial corridors, and nearby public services. This context provides an appropriate setting for residential intensification that is sensitive to surrounding land uses while making efficient use of existing municipal infrastructure. Compatible development in this context does not require replication of existing building types; rather, it requires that new development contribute positively to the established community and coexist with surrounding uses without creating adverse impacts or disrupting neighbourhood function.

While Mixed Use Corridors are intended to accommodate medium to high profile residential forms, the City's Official Plan does not require uniform height or density along an entire corridor (OP 6.5.3.1, 6.5.3.3). Instead, it emphasizes context-sensitive development appropriate transitions in height and massing, and compatibility with adjacent neighbourhoods (OP 6.3.2.5, 8.7.2.4). The proposed development responds directly to this policy framework by introducing residential intensification that reflects the site's immediate context (OP, 8.7.2.3). The development increases housing supply and diversity while maintaining a sensitive interface with nearby low-density residential areas (PPS 2.2.1; OP 6.3.1.1).

Consistent with the City's 2025 Residential Corridor Policy, the proposed development represents low-profile intensification as a deliberate transitional form between Howard Avenue (arterial road) and the neighbouring residential areas (OP, 6.3.3.1, 6.3.3.3.d). In doing so, the proposed townhouses effectively introduces density and housing variety into areas traditionally characterized by single-family development, without overwhelming or destabilizing the existing neighbourhood fabric (PPS, 2.1.6; OP 6.3.2.5). Additionally, it eliminates concerns regarding privacy, shadowing, or overlooking that typically arise with the 4-6 storey buildings normally encouraged in Mixed Use Corridors (OP, 6.3.3.4e, 8.6.2.3).

### 3.6.3 Human-Scaled and Pedestrian-Oriented Urban Design

The Windsor Intensification Guidelines (2022) emphasize the importance of pedestrian-oriented design, active frontages, and buildings that frame the street (OP, 8.1.2, 8.3.1.2). Successful intensification is achieved not only through unit count, but through how buildings relate to the public realm (PPS, 2.2.1.c; OP 8.7.1.5). The proposed townhouses aim to contribute to a high-quality streetscape by establishing a continuous built edge along the street, reinforcing a sense of enclosure and spatial definition that is essential to complete streets (PPS 2.1.6; OP 8.7.2.5). The orientation of front doors, windows, and living spaces toward the public sidewalk reinforces a human-scaled public realm by enhancing passive surveillance, encouraging social interaction, and creating an active and animated frontage along the corridor. Parking is primarily located to the interior and rear of the site, reducing the visual dominance of surface parking areas and ensuring that buildings, rather than vehicles, define the character of the street and pedestrian environment (OP 6.9.2.5.f, 8.11.2.21).

Specific consideration has been made to the siting and orientation of the eight (8) townhouse units along Howard Avenue. This deliberate placement establishes a high quality of active urban design by orienting front doors and windows toward the public sidewalk, and encouraging a pedestrian-focused integration with the existing neighbourhood. Driveway accesses for these units are internalized and provided from the rear of the buildings, ensuring that vehicles do not interrupt the continuous street façade.

The requested increase in maximum building height from 18.0 m to 20.0 m is modest in scale and is intended to accommodate contemporary building design, including efficient floor-to-floor heights, accessibility requirements, and modern construction standards (OP, 8.7.1.7). The proposed height continues to respect adjacent residential uses and does not introduce adverse impacts related to shadowing, overlook, or privacy (OP, 8.6.2.3). This minor height adjustment enables high-quality architectural design while maintaining overall compatibility with the surrounding context. The proposed orientation allows the built form to act as a buffer between the arterial road and internal amenity areas. Conceptual elevations, renderings, and floor plans have been included with this application to demonstrate this built form.

Townhouses are a ground-oriented residential typology that delivers increased density without the scale or massing impacts associated with mid-rise or high-rise forms. Permitting townhouses within the zone allows the site to function as a transitional residential form along the Mixed Use Corridor, bridging higher-intensity uses along Howard Avenue with adjacent low-density residential neighbourhoods (OP, 8.7.2.4, 6.3.2.5).

### 3.6.4 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 low-density and medium-density residential units;
- The subject site is surrounded by a mix of low and medium-density residential, commercial, and institutional uses, ensuring compatibility. Additionally, Kenilworth Park is within a 300 metres of the subject site, offering recreational opportunities for future residents;
- The development provides a diverse range of townhome and multiple dwelling housing options, accommodating various demographics, including individuals, families, and seniors. This variety effectively meets the increasing demand for attainable and diverse housing solutions;
- The location of the proposed development is appropriate in that it is near commercial uses in the surrounding area. 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;
- The subject site is located along an existing transit route (South Windsor 7), with a number of nearby transit stops, promoting active transportation and reducing the dependency of vehicles. Additionally, there are existing bicycle lanes along Cabana Road East; and
- Adequate parking is proposed on the subject site.

### 3.6.5 Shared Access

Future development of the subject site will consider opportunities for shared access and reciprocal easements with adjacent lands to the north and south, consistent with the Howard-Whiteside-Inglewood Guideline Plan. The proposed site configuration allows for a potential north-south connection and maintains flexibility for future connectivity should adjacent lands redevelop. This unified access strategy is consistent with municipal policy for Class II Arterial Roads, which discourages direct property access and promotes shared driveways and interconnected on-site circulation systems (OP 7.2.6.5.b.vii). Consolidating vehicular access to a single entrance minimizes interruptions to the street edge, supports a continuous built form, and enhances pedestrian safety along the corridor (OP 3.3.2.8; 8.7.2.9). By limiting driveway

proliferation and coordinating internal circulation, the proposed design reduces vehicular conflict points and supports the efficient use of the existing transportation network (PPS 3.2.2; OP 7.2.1.12). No additional access points to Howard Avenue are proposed, consistent with access management best practices for arterial corridors (OP 7.2.6.5.b.vii).

### 3.6.6 Municipal Service Impacts

A review of the adjacent municipal services has identified that the existing services are sufficient to support the proposed residential development. The Site is adequately serviced by water supply, wastewater management systems, and stormwater drainage with the design of the proposed internal services to be finalized during detailed design. The proposed development will utilize the existing road network and is supported by utilities such as electricity and telecommunications to meet operations needs.

### 3.6.7 Planned Infrastructure

The proposed development is strategically aligned with planned municipal upgrades to Howard Avenue identified through Environmental Assessments (EAs), including road widening, curb and sidewalk installation, and enhanced stormwater and sanitary servicing. As a designated Class II Arterial Road, the planned widening will support increased traffic volumes and ensure efficient, safe movement consistent with its intended function (PPS 3.2.1; OP 7.2.1.2). The introduction of sidewalks will address existing pedestrian gaps, improving safety and connectivity to nearby amenities while supporting active transportation and complete community objectives (PPS 2.2.1.c, 2.3.2; OP 7.2.2.21, 7.2.3.1, 7.2.3.2). Furthermore, coordination with planned sanitary and stormwater infrastructure upgrades will address existing capacity constraints and ensure that growth is serviced in a coordinated, efficient, and environmentally responsible manner (PPS 3.6.1, 3.6.8; OP 7.3.1.1, 7.3.1.2).

### 3.6.8 Social and/or Economic Considerations

The proposed development offers substantial social and economic benefits by providing a 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 along Howard Avenue and 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. With a proposed rental tenure, the project will increase the supply of purpose-built rental housing, helping to meet the growing need for diverse and attainable housing options in the area.

### 3.6.9 Good Planning

Overall, the proposed redevelopment represents a comprehensive, policy-aligned planning solution that advances Provincial and City objectives for intensification, housing diversity, and complete communities. The proposed Official Plan and Zoning By-law Amendments facilitate context-sensitive Missing Middle housing in a fully serviced, transit-supported Mixed Use Corridor, while ensuring appropriate transitions to

adjacent low-density neighbourhoods. The proposal responds to demographic and affordability needs, reinforces a human-scaled and pedestrian-oriented urban form, and efficiently utilizes existing infrastructure. Supported by adequate municipal services and generating positive social and economic benefits, the development is compatible with its surroundings and represents good planning in the public interest, consistent with the Provincial Planning Statement (2024), the City of Windsor Official Plan and Zoning By-law.

## 3.7 BACKGROUND STUDIES

As identified through the City of Windsor's Stage 1 Planning Consultation Letter (PC-005/24), dated February 20, 2024, and the Stage 2 Planning Consultation Letter (PC-038/25), dated June 3, 2025, the following supporting background studies were identified as required to support the proposed OPA and ZBA applications.

### 3.7.1 Public Open House

A Public Open House was held on Wednesday February 26<sup>th</sup>, 2025, at SoHo South Windsor (3817 Howard Avenue) between 5:30pm to 7:00pm. 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. Approximately 20 residents attended in person, with one participant attending virtually. Project information was shared through presentation panels and one-on-one discussions with the project team. Comments were received verbally at the meeting, through written comment forms, and via email until March 14, 2025. Feedback focused primarily on building height and density, neighbourhood compatibility, traffic, parking, servicing, and construction impacts. In response to this input, the site layout and built form were reconfigured to improve transitions, reduce perceived impacts, and better align with the surrounding neighbourhood context, while continuing to meet the objectives of the Official Plan and the Provincial Planning Statement (2024). An Engagement Summary Report, including notices, presentation materials, and a detailed response to comments, has been prepared and is provided under separate cover.

### 3.7.2 Guideline Plan

A Howard-Whiteside-Inglewood Guideline Plan has been prepared to provide an interim planning framework to guide coordinated development along the Howard Avenue Mixed Use Corridor. The Guideline Plan establishes principles for land use, density transitions, built form, access management, and infrastructure servicing to ensure that redevelopment proceeds in a cohesive, context-sensitive manner while preserving long-term development potential for surrounding parcels. The Plan identifies a graduated land use and density structure, transitioning from higher-intensity mixed-use development along Howard Avenue to medium- and low-profile residential forms adjacent to established neighbourhoods, supported by shared access strategies and future connectivity. The Guideline Plan aligns with the PPS (2024) and the City's Official Plan, intended to complement and integrate with the City's forthcoming comprehensive Guideline Plan.

### 3.7.3 Natural Site Features Inventory Study

A Natural Site Features Inventory and Preservation Study was prepared by Dillon Consulting Limited dated November 2025, to assess existing vegetation and potential Species at Risk (SAR) habitat on the subject site. The study included a detailed tree inventory and SAR assessment conducted within the subject lands and within a 6m buffer area. A total of 175 trees representing 26 species were identified, the majority of which consist of planted orchard and residential landscape trees associated with historic agricultural and residential uses. Based on the proposed site plan and limit of disturbance, 164 trees are recommended for removal and 11 trees for preservation, with detailed protection measures to be implemented during construction. The SAR assessment identified a low potential for Species at Risk due to the highly modified nature of the site, and no SAR were observed during field investigations. One cavity tree with potential bat habitat was identified, and appropriate timing and mitigation measures have been recommended to ensure compliance with applicable legislation. Overall, the study concludes that the proposed development can proceed without adverse impacts to natural heritage features, subject to the recommended tree protection, removal, and compensation measures outlined in the report.

### 3.7.4 Traffic Impact Assessment (TIS) + Memo

A Traffic Impact Study (TIS) prepared by Dillon Consulting Limited dated March 2025 evaluated the transportation impacts of the proposed residential development, including site access, traffic generation, and intersection operations at key locations along Howard Avenue, including Lily Mac Boulevard and Cabana Road East. The analysis concluded that the proposed development is expected to generate 51 weekday AM peak hour trips, 70 weekday PM peak hour trips, and 81 Saturday mid-day peak hour trips, and that all study intersections would continue to operate at acceptable levels of service (LOS D or better) under total future conditions, with minimal impacts to traffic operations. A subsequent Traffic Memo dated November 19, 2025, was prepared to confirm that the conclusions of the TIS remain valid following refinements to the site plan, including a minor reduction in unit count from 179 to 178 dwelling units and an increase in on-site parking supply from 205 to 220 spaces. A subsequent Traffic Memo (April 2026) further supports the proposed access configuration, confirming it is appropriate and maintains safe and efficient operations by reducing potential vehicle conflict points and avoiding interlocking left-turn movements along Howard Avenue. Accordingly, no additional traffic analysis or roadway improvements are required, and the proposed development is not expected to adversely impact the surrounding transportation network.

### 3.7.5 Functional Servicing Report (FSR) & Stormwater Management Memo (SWM)

A Functional Servicing Report (FSR) was prepared by Dillon Consulting Limited, dated November 2025, to evaluate the capacity of existing municipal infrastructure to support the proposed residential development. The study assesses transportation access, sanitary servicing, stormwater management, watermain supply, and utilities, and conclude that the site can be adequately serviced using existing municipal infrastructure, including available sanitary and storm sewer capacity along Howard Avenue, subject to standard detailed design at the Site Plan Control stage. A Stormwater Management Memo was prepared by Dillon Consulting Limited dated November 2025, to evaluate post-development stormwater quantity and quality control. Stormwater management will be achieved through controlled surface and underground storage, with discharge rates meeting City and Windsor/Essex Region standards. Water supply, fire protection, and utility

services are available and can be extended to the site as required. Overall, the report concludes that no off-site infrastructure upgrades are required and that the proposed development can be supported by existing municipal services.

### 3.7.6 Summary

The supporting background studies prepared for the Official Plan and Zoning By-law Amendment applications demonstrated that the proposed development is technically feasible and appropriate for the site. Collectively, the studies confirm that the proposed development is appropriate for the site, can be accommodated by existing municipal infrastructure, and will not result in unacceptable impacts to traffic operations, servicing capacity, stormwater systems, or natural heritage features. Public input received through the PIC informed refinements to the site layout and built form to improve neighbourhood compatibility and transitions. The Guideline Plan establishes a cohesive framework for coordinated, context-sensitive redevelopment along the Howard Avenue Mixed Use Corridor, while the technical studies demonstrate that the development can proceed without the need for off-site infrastructure upgrades. Overall, these studies and reports provide a comprehensive planning and technical foundation to support the proposed residential development, consistent with the Provincial Planning Statement (2024), and conforms to the City of Windsor Official Plan.

## 4.0 CONCLUSION

The proposed residential development located at 3771, 3783, and 3793 Howard Avenue, is appropriate, and should be approved by the City of Windsor Council as it:

- Is consistent with the Provincial Planning Statement 2024;
- Meets the intent and purpose of the City of Windsor Official Plan;
- Meets the intent and purpose of the City of Windsor Intensification Guidelines (2022);
- Is a site that is physically suitable;
- Will not negatively impact the surrounding land uses;
- 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;
- Represents the appropriate use for an underutilized property; and
- Will have favourable positive impacts for the City of Windsor providing for additional residential opportunities.

For these reasons, it is recommended that the City of Windsor Council provide support for the Official Plan Amendment (OPA) and the site-specific Zoning By-law Amendment (ZBA) applications related to the proposed residential development. This report demonstrates that the proposal is appropriate, aligns with the Provincial Planning Statement, conforms to the intent and objectives of the City of Windsor Official Plan, and represents sound planning principles.



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Karl Tanner, MCIP, RPP  
Partner



# APPENDIX A

## Provincial/City Policies

# PROVINCIAL PLANNING STATEMENT (2024)

The Provincial Planning Statement (2024) is a consolidated statement of the government’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 Provincial Planning Statement (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 within the document, as they pertain to the proposed redevelopment of the Site for residential uses.

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

PPS POLICY	POLICY	RESPONSE
2.0 Building Homes, Sustaining Strong and Competitive Communities		
2.1 Planning for People and Homes		
2.1.4 (a)	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: 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.	The development is situated on land already designated for residential use and is well-suited for intensification. Its location along a Mixed Use Corridor, with sufficient servicing capacity, ensures that the Site can accommodate the proposed development. This intensification aligns with the region’s long-term housing goals by promoting a sustainable and efficient use of land, ensuring that growth is accommodated within designated areas while maximizing available infrastructure and services.
2.1.4 (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.	

PPS POLICY	POLICY	RESPONSE
2.1.6 (a)	Planning authorities should support the achievement of complete communities by: 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.	<p>The proposed development includes two 6-storey multiple dwelling buildings with a total of 178 residential units and four townhome buildings with a total of 16 units to accommodate the needs of both current and future residents. This housing type is already present in the surrounding area, and the intensification of the Site aligns with the goal of offering a balanced mix of housing densities. The development promotes multimodal transportation through pedestrian-friendly design, bicycle parking, and proximity to transit routes. Its location near a mix of uses, including employment, public services, and recreational spaces, ensures long-term viability and community integration.</p> <p>By providing a mix of dwelling units with access to essential services and amenities, the development enhances social equity, improving the quality of life and ensuring that people of all backgrounds and abilities can fully participate in the community.</p>
2.1.6. (b)	Improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society	
2.1.6 (c)	Improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.	
<b>2.2 Housing</b>		
2.2.1 (a)	<p>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:</p> <p>Establishing and implementing minimum targets for the provision of housing that is affordable to low- and moderate-income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs.</p>	<p>The development of townhome dwellings and multiple dwelling buildings in this area may contribute to lower overall housing costs by utilizing higher density housing, which requires less land and offers shared amenities that help reduce individual expenses. Its proximity to essential services and employment opportunities also helps lower transportation costs for residents.</p>
2.2.1 (b)	<p>Permitting and facilitating:</p> <p>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</p>	<p>The redevelopment of the Site promotes sustainable growth through residential intensification. The proposed density maximizes the use of both land and existing infrastructure, aligning with efficient land use policies. Additionally, the development's</p>

PPS POLICY	POLICY	RESPONSE
	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.	location along a transit route supports transit-oriented growth, further enhancing accessibility and affordability.
2.2.1 (c)	Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation.	
2.2.1 (d)	Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.	
<b>2.3 Settlement Areas and Settlement Area Boundary Expansions</b>		
2.3.2	Land use patterns within settlement areas should be based on densities and a mix of land uses which: a) efficiently use land and resources; b) optimize existing and planned infrastructure and public service facilities; c) support active transportation; d) are transit-supportive, as appropriate; and e) are freight-supportive.	The development supports compact development with higher densities to maximize the use of available land and leverage existing infrastructure. The area is well connected with sidewalks and bicycle paths connecting residents to nearby services. The Site is located nearby transit routes and stops, promoting active transportation.
2.3.3	Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.	The development represents an appropriate intensification of the Site, increasing the local population and contributing to the vitality of the Mixed Use Corridor. By introducing both townhome dwellings and multiple dwelling units, the project enhances housing diversity, accommodating a range of demographics and income levels.
<b>2.9 Energy Conservation, Air Quality and Climate Change</b>		
2.9.1 (a-e)	Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the <i>impacts</i> of a <i>changing climate</i> through approaches that: a) support the achievement of compact, <i>transit-supportive</i> , and <i>complete communities</i> ; b) incorporate climate change considerations in planning for and the development of <i>infrastructure</i> , including stormwater management systems, and <i>public service facilities</i> ; c) support energy conservation and efficiency;	The development aligns with climate-related planning objectives by offering diversified housing opportunities, contributing to the creation of complete communities where residents can easily access services. The proposal incorporates higher density housing, maximizing land use while fostering walkable and transit-supportive communities, thereby reducing reliance on private vehicles. Sustainable infrastructure will be in

PPS POLICY	POLICY	RESPONSE
	<ul style="list-style-type: none"> <li>d) promote <i>green infrastructure, low impact development, and active transportation</i>, protect the environment and improve air quality; and</li> <li>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>.</li> </ul>	place to manage stormwater runoff, including permeable pavements, while smart energy systems and energy-efficient building materials will be considered to enhance overall sustainability.
<b>3.0 Infrastructure and Facilities</b>		
<b>3.1 General Policies for Infrastructure and Public Service Facilities</b>		
3.1.1 (a-c)	<p><i>Infrastructure and public service facilities</i> shall be provided in an efficient manner while accommodating projected needs. 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> <ul style="list-style-type: none"> <li>a) are financially viable over their life cycle, which may be demonstrated through asset management planning;</li> <li>b) leverage the capacity of development proponents, where appropriate; and</li> <li>c) are available to meet current and projected needs.</li> </ul>	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.
3.1.2 (a, b)	<p>Before consideration is given to developing new <i>infrastructure and public service facilities</i>:</p> <ul style="list-style-type: none"> <li>a) the use of existing infrastructure and public service facilities should be optimized; and</li> <li>b) opportunities for adaptive re-use should be considered, wherever feasible.</li> </ul>	Existing infrastructure is fully utilized, avoiding the need for new construction.
3.1.3	<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.	Infrastructure within the development will be designed to align with emergency response strategies, featuring clearly marked routes specifically designated for emergency vehicles. The layout prioritizes visibility and safety, incorporating open spaces and pathways that facilitate safe passage for emergency services.
<b>3.2 Transportation Systems</b>		
3.2.1	<i>Transportation systems</i> should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs, and support the use of zero- and low- emission vehicles.	Howard Avenue, a Class II arterial road, serves as a critical north-south corridor, designed to manage high traffic volumes and ensure regional connectivity. The Site is also located just northwest the Howard Avenue

PPS POLICY	POLICY	RESPONSE
3.2.2	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.	and Cabana Road East intersection, a designated Mixed Use Node. By introducing more housing units, the development supports a strong live-work-shopping-recreation relationship that may increase the use of walking, cycling and public transportation in these Mixed Use Node areas.
3.2.3	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.	<p>Cabana Road East, also a Class II arterial road, features existing transit infrastructure and dedicated bicycle lanes. The availability of sidewalks and the potential expansion of cycling infrastructure promotes safety and active, energy-efficient modes of transportation, contributing to a sustainable transportation network.</p> <p>The road network's current configuration, combined with project mitigation measures, ensures efficient traffic flow, reduces delays, and supports multimodal access.</p>
<b>3.3 Transportation and Infrastructure Corridors</b>		
3.3.1	Planning authorities shall plan for and protect corridors and <i>rights-of-way</i> for <i>infrastructure</i> , including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs.	The development protects existing transportation corridors and rights-of-way by aligning with current and future infrastructure needs. The design anticipates future transit development, ensuring that necessary corridors remain available for expansion.
<b>3.6 Sewage, Water and Stormwater</b>		
3.6.1 (a-f)	<p>Planning for <i>sewage</i> and <i>water services</i> shall:</p> <p>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>;</p> <p>b) ensure that these services are provided in a manner that:</p> <ol 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,</li> </ol>	The proposed development supports effective planning by ensuring that sewage and water services are designed to accommodate the forecasted growth and demand of the proposal. The design will optimize existing municipal services and ensure that the water and sewage services are sustainable, feasible, and financially viable throughout their life cycle while protecting human health and the natural environment. The development will align with comprehensive municipal planning goals and adhere to all relevant servicing option guidelines.

PPS POLICY	POLICY	RESPONSE
	<p>including the <i>quality</i> and <i>quantity</i> of water; and</p> <p>4. aligns with comprehensive municipal planning for these services, where applicable.</p> <p>c) promote water and energy conservation and efficiency;</p> <p>d) integrate servicing and land use considerations at all stages of the planning process;</p> <p>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</p> <p>f) be in accordance with the servicing options outlined through policies 3.6.2, 3.6.3, 3.6.4 and 3.6.5.</p>	
3.6.2	<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>
3.6.8 (a-f)	<p>Planning for stormwater management shall:</p> <p>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;</p> <p>b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;</p> <p>c) minimize erosion and changes in water balance including through the use of <i>green infrastructure</i>;</p> <p>d) mitigate risks to human health, safety, property and the environment;</p> <p>e) maximize the extent and function of vegetative and pervious surfaces;</p> <p>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</p>	<p>The stormwater management system for the development is fully integrated with municipal sewage and water services, designed to optimize efficiency over its lifecycle.</p>

PPS POLICY	POLICY	RESPONSE
	consider cumulative impacts of stormwater from development on a <i>watershed scale</i> .	
<b>3.7 Waste Management</b>		
3.7.1	<i>Waste management systems</i> need to be planned for and provided that are of an appropriate size, type, and location to accommodate present and future requirements, and facilitate integrated waste management.	The development includes a waste management system that meets current and future needs, supporting efficient disposal and recycling, while being integrated into the Site for easy access and sustainability.
<b>6.0 Implementation and Interpretation</b>		
<b>6.1 General Policies for Implementation and Interpretation</b>		
6.1.1	The Provincial Planning Statement 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 by adopting a comprehensive 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.

# CITY OF WINDSOR OFFICIAL PLAN

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

OP POLICY	POLICY	RESPONSE
3.0 Development Strategy		
3.2 Growth Concept		
3.2	<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 utilizing an underdeveloped parcel for mixed-density residential uses. Its location along Howard Avenue, a Class II arterial road, ensures connectivity to nearby employment, commercial services, and transit. This mixed-use, transit-oriented location fosters a compact development pattern, reducing infrastructure expansion costs and supporting walkability and public transit use.</p>
3.2.1.2	<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 a mix of low to medium-density residential units, allowing residents to age in place and move through various life stages while remaining in the neighbourhood. This intensification reduces pressure for urban sprawl and preserves agricultural and natural lands by promoting growth within the urban boundary. The tenure is proposed as a rental product, contributing to the availability of purpose-built rental housing in the area and addressing the growing demand for diverse and attainable housing options.</p>

OP POLICY	POLICY	RESPONSE
4.0 Healthy Community		
4.2 Objectives		
4.2.1.2	To provide for activities and facilities which will foster an active lifestyle to improve community health.	The project integrates pedestrian pathways and is located nearby various services, encouraging walking, cycling, and active transportation, contributing to a healthier, more active community.
4.2.1.5	To encourage a mix of housing types and services to allow people to remain in their neighbourhoods as they age.	The development offers a range of housing types, ensuring that residents can remain in the community as they transition through different life stages, thus promoting long-term neighbourhood stability.
4.2.3.4	To accommodate the appropriate range and mix of housing.	The project offers mixed-density housing with a variety of unit types, enhancing the housing options in the neighbourhood and catering to the diverse needs of the community.
4.2.4.1	To encourage development that fosters social interaction	The outdoor amenity areas offer communal spaces for residents to gather and interact in a natural setting, enhancing both sustainability and social connections. Interior amenity spaces 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.
4.2.4.3	To encourage developments that adapt to changing resident needs.	The variety of housing types and proximity to services ensure the development can meet the evolving needs of residents, including families, professionals, and seniors.
4.2.7.3	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.
6.0 Land Use		
6.3 Residential		
6.3.1 (1-5)	Objectives: 1) To support a complementary range of housing forms and tenures in all neighbourhoods;	Offering medium-density units, including both townhome and multiple dwelling units, increases the variety of

OP POLICY	POLICY	RESPONSE
	<p>2) To promote compact neighbourhoods which encourage a balanced transportation system;</p> <p>3) 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);</p> <p>4) To ensure that the existing housing stock is maintained and rehabilitated; and,</p> <p>5) To provide for complementary services and amenities which enhance the quality of residential areas.</p>	<p>housing types available, providing affordable and accessible choices for a wide range of demographics, including individuals, families, and seniors.</p> <p>The location along Howard Avenue promotes efficient infill development by revitalizing an underutilized parcel within an established area, avoiding costly expansion. This approach to intensification minimizes infrastructure and servicing costs by utilizing existing utilities, transportation networks, and public services.</p> <p>Additionally, the development supports balanced transportation options, enhancing pedestrian pathways, encouraging cycling, and ensuring convenient access to public transit, thereby reducing car dependency and promoting environmentally friendly travel options.</p>
6.3.2.1	<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 neighbourhood's housing stock without exceeding the intended density levels for this location.</p>
6.3.2.4 (a-d)	<p>Residential intensification shall be directed to the Mixed Use Nodes and areas in proximity to those Nodes. Within these areas Medium Profile buildings, up to four (4) storeys in height shall be permitted. These taller buildings shall be designed to provide a transition in height and massing from low-profile areas.</p> <p>New residential development and intensification shall be located where:</p> <p>(a) There is access to a collector or arterial road;</p> <p>(b) Full municipal physical services can be provided;</p> <p>(c) Adequate community services and open spaces are available or are planned; and</p> <p>(d) Public transportation service can be provided.</p>	<p>The Site is located northwest of the Howard Avenue and Cabana Road East intersection, a designated Mixed Use Node. The proposed development aligns with the intensification objectives of the Mixed Use Node designation. While the multiple dwelling buildings are 6-storeys, the development provides an appropriate transition by situating townhome dwellings along Howard Avenue, with the taller buildings set back from adjacent low-density residential areas.</p> <p>The Site meets the locational criteria for intensification, as it is positioned along an arterial road, benefits from full municipal services, has access to public transportation, and is in</p>

OP POLICY	POLICY	RESPONSE
		proximity to a variety of community services.
6.3.2.5 (a)	<p>At the time of submission, the proponent shall demonstrate to the satisfaction of the Municipality that a proposed residential development within an area having a Neighbourhood development pattern is:</p> <p>Feasible having regard to the other provisions of this Plan, provincial legislation, policies and appropriate guidelines and support studies for uses.</p>	<p>The proposed development aligns with the objectives and goals of the Mixed Use Corridor and the surrounding residential land uses. According to the City of Windsor’s Intensification Guidelines (2022), within a defined Mixed Use Corridor, compatible development focuses on minimizing adverse impacts on adjacent land uses rather than strictly preserving the existing character, as new development is intended to shape the character of these areas.</p>
6.3.2.5 (b)	In keeping with the goals, objectives and policies of any secondary plan or guideline plan affecting the surrounding area.	
6.3.2.5 (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.	
6.3.2.5 (d)	Provided with adequate off street parking.	<p>While the 6-storey multiple dwelling buildings exceed the height of existing structures in the area, their placement ensures compatibility by setting them back from adjacent low-density residential uses. Townhome dwellings positioned along Howard Avenue contribute to a cohesive streetscape. Integration with the surrounding context will be further enhanced through architectural design and landscaped features, to be refined at the Site Plan Control stage.</p>
6.3.2.5 (e)	Capable of being provided with full municipal physical services and emergency services.	
6.3.2.5 (f)	Facilitating a gradual transition from Low Profile residential development to Medium and/or High Profile development and vice versa, where appropriate, in accordance with Design Guidelines approved by Council.	<p>The proposed setbacks, as shown on the Site Plan, are consistent with those in the surrounding area. The development provides adequate off-street parking and is fully supported by municipal infrastructure. Emergency access via Howard Avenue ensures safe and efficient serviceability.</p>
<b>6.5.3 Mixed Use Corridor</b>		
6.5.3.1	<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 provides additional housing options and units to support the commercial vitality of the corridor while maintaining the balance between uses.</p>
6.5.3.3	Council will encourage Mixed Use Corridor development to provide a continuous street	<p>The Site is located just northwest of the Howard Avenue and Cabana Road</p>

OP POLICY	POLICY	RESPONSE
(a-c)	<p>frontage and presence. Accordingly, development along a Mixed Use Corridor shall be:</p> <p>(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</p> <p>(b) 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.</p> <p>(c) Encouraged to locate the buildings at the street frontage lot line with parking accommodated at the rear of the site.</p>	<p>East intersection, with both rights-of-way designated as arterial roads, permitting buildings taller than four storeys. The proposed 6-storey height remains within the 23.0-metre width of the right-of-way, ensuring compatibility with the scale of the corridor.</p> <p>The buildings are strategically positioned to activate the streetscape with townhomes along Howard Avenue, while the taller structures are set back to maintain a respectful transition to adjacent low-density residential areas. Parking is located between the two multiple dwelling buildings at the rear of the Site, preserving a visually appealing streetscape and supporting walkability along the corridor.</p> <p>Additional transition features, such as thoughtfully designed landscaping, will be integrated through the Site Plan Control process to ensure compatibility with the surrounding neighbourhood.</p>
6.5.3.4	Council shall promote the infilling and consolidation of existing <del>Commercial corridors</del> Mixed Use Corridors.	The development contributes to the infilling of the Howard Avenue Mixed Use Corridor, efficiently utilizing an underutilized site and enhancing the residential options in the area.
6.5.3.6	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.	The Site is located on Howard Avenue, a Class II arterial road, providing excellent access for residential uses. The development is fully serviced by municipal infrastructure, and traffic circulation is designed to minimize impact on nearby residential areas.
6.5.3.7 (a-f)	<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:</p> <p>(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</p>	The proposed development aligns with the Official Plan by efficiently utilizing municipal services, offering adequate parking, and harmonizing with the surrounding neighbourhood in scale and design, while supporting the Plan's broader objectives.

OP POLICY	POLICY	RESPONSE
	<p>on Schedule C: Development Constraint Areas and described in the Environment chapter of this Plan;</p> <p>(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.</p> <p>(b) in keeping with the goals, objectives and policies of any secondary plan or guideline plan affecting the surrounding area;</p> <p>(c) capable of being provided with full municipal physical services and emergency services;</p> <p>(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</p> <p>(f) acceptable in terms of the proposal's market impacts on other commercial areas (see Procedures chapter).</p>	
<p>6.5.3.8 (a-f)</p>	<p>The following guidelines shall be considered when evaluating the proposed design of a Mixed Use Corridor <del>Commercial Corridor</del> development:</p> <p>(a) the ability to achieve the associated policies as outlined in the Urban Design chapter of this Plan;</p> <p>(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;</p> <p>(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 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;</p> <p>(d) where possible, parking is located in the rear of the property to encourage continuous building facades adjacent to the street; and</p>	<p>The project aligns with broader urban design goals by creating pedestrian-friendly environments, promoting active transportation, and fostering a strong sense of place. Landscaping and buffers will enhance the aesthetics of parking areas, which are strategically located at the interior and rear of the property to minimize visibility from public view.</p> <p>The development includes well-defined, easily accessible pedestrian pathways that connect public sidewalks to the main building entrances, supporting walkability and accessibility. While the proposed multiple dwelling buildings are taller than existing structures in the area, their placement minimizes impact on surrounding low-density residential uses and adheres to the intensification objectives of the Mixed Use Corridor.</p> <p>The design will meet the City's expectations for architectural quality, site layout, and contextual integration</p>

OP POLICY	POLICY	RESPONSE
	<p>(e) 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.</p> <p>(f) 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.</p>	as outlined in the municipal design guidelines.
6.5.3.9	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 Goals</b>		
7.1.2-3	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 multiple bus stops located nearby, providing residents with an affordable and accessible transportation option.
<b>7.2 Transportation System</b>		
7.2.1.2	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.
7.2.1.4	To provide a system with functional connectivity and interconnectedness	The development enhances connectivity by linking seamlessly with existing road networks and transit routes, ensuring functional movement for pedestrians, cyclists, and vehicles.
7.2.1.5	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,
7.2.2.5	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.	

OP POLICY	POLICY	RESPONSE
7.2.3.1 (a-c)	<p>Council shall require all proposed developments and infrastructure undertakings to provide facilities for pedestrian movements wherever appropriate by:</p> <p>(a) Requiring safe, barrier free, convenient and direct walking conditions for persons of all ages and abilities;</p> <p>(b) Ensuring that all residents have access to basic community amenities and services and public transit facilities without dependence on car ownership; and</p> <p>(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.</p>	<p>such as retail centres, 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.</p>
7.2.6.18 (a-g)	<p>Council shall encourage the development of a peaceful atmosphere in residential areas by:</p> <p>(a) Maintaining an adequate system of Collector and Arterial roads to serve residential areas;</p> <p>(b) Requiring the provision of appropriate noise control measures and off-street parking;</p> <p>(c) Locating medium and high density residential development along Collector and Arterial roads;</p> <p>(d) Requiring the construction of sidewalks in accordance with policy 7.2.3.2;</p> <p>(e) Requiring that traffic calming devices be included in the road design of any new residential subdivision in accordance with the Traffic Calming Policy;</p> <p>(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</p> <p>(g) 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.</p>	<p>The development's location on Howard Avenue ensures efficient traffic flow and reduces the impact on local, quieter residential streets, preserving the tranquility of surrounding neighbourhoods. 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. Additional landscaping and buffering elements will be considered as appropriate to further reduce noise impact, ensuring a peaceful living environment for residents.</p>
7.2.6.19	<p>All proponents of development may be required to complete a Traffic Impact Study to support the feasibility of a proposal, and if feasible, identify</p>	<p>A Traffic Impact Study has been completed and has been submitted as part of this application.</p>

OP POLICY	POLICY	RESPONSE
	appropriate traffic management measures, in accordance with the Procedures chapter of this Plan.	
<b>7.3 Infrastructure</b>		
7.3.1.1	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.
7.3.1.3	To maximize and optimize the use of existing infrastructure and corridors prior to the extension and creation of new ones.	
7.3.2.3	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.	
<b>8.0 Urban Design</b>		
<b>8.3 Design for People</b>		
8.3.1.1	To achieve maximum user comfort in the design of new development.	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 outdoor amenity areas and 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.
8.3.1.2	To foster development that provides a pedestrian scale	
8.3.1.3	To foster a sense of place within Windsor and its neighbourhoods	

OP POLICY	POLICY	RESPONSE
<b>8.4 Pedestrian Access</b>		
8.4.1.1	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>8.7 Built Form</b>		
8.7.1.2	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 will complement those commonly found in the surrounding area, allowing the development to integrate with the neighbourhood's established aesthetic. Additionally, the project integrates innovative design features and energy-efficient systems, which not only enhance sustainability but also reflect modern urban design standards.
8.7.2.1 (a-d)	<p>Council will ensure that the design of new development: (Added by OPA #66-11/05/07-B/L209-2007)</p> <p>(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);</p> <p>(b) provides links with pedestrian, cycle, public transportation and road networks;</p> <p>(c) maintains and enhances valued heritage resources and natural area features and functions;</p> <p>(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)</p>	The development matches the massing, scale, and design of nearby buildings, promoting connectivity through pedestrian pathways, bicycle parking, and transit access. It enhances natural features with outdoor amenity areas and landscaping, while placing parking at the rear to improve the streetscape. This design ensures a seamless integration with the neighbourhood while fostering a functional and sustainable urban environment.
8.7.2.3 (a-j)	Council will ensure that proposed development within an established neighbourhood is designed to function as an integral and complementary	The proposed building is designed to respect the existing massing, height, and proportions of nearby structures. Its lot size, positioning relative to the

OP POLICY	POLICY	RESPONSE
	<p>part of that area’s existing development pattern by having regard for:</p> <ul style="list-style-type: none"> <li>(a) massing;</li> <li>(b) building height;</li> <li>(c) architectural proportion;</li> <li>(d) volumes of defined space;</li> <li>(e) lot size;</li> <li>(f) position relative to the road;</li> <li>(g) building area to site area ratios;</li> <li>(h) the pattern, scale and character of existing development; and, (Added by OPA #66–11/05/07-B/L209-2007);</li> <li>(i) exterior building appearance (Added by OPA #66–11/05/07-B/L209-2007); and</li> <li>(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).</li> </ul>	<p>road, and overall architectural character blend well with the surrounding area, ensuring a seamless transition between new and existing developments.</p>
<b>8.11 Streetscape</b>		
8.11.2.19	<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 development respects the massing, height, and proportions of nearby structures, ensuring a seamless integration with the neighbourhood. It promotes connectivity through pedestrian pathways, bicycle parking, and transit access, while enhancing natural features with outdoor amenity areas and landscaping. The building’s positioning and rear-located parking improve the streetscape, creating a functional and sustainable urban environment.</p>

# CITY OF WINDSOR INTENSIFICATION GUIDELINES (2022)

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

OP POLICY	POLICY	RESPONSE
3.0 Mixed Use Centres, Nodes and Corridors		
3.2 General Guidelines for all Development		
3.2.2	Mixed Use Corridors can accommodate a full range of residential, office, recreational, entertainment cultural, and community uses and facilities over time. Mixed Use Corridors are the connective spines of the City and intensification is envisioned to develop as mixed use and transit supportive.	The proposed development, located within a designated Mixed Use Corridor, includes 6-storey medium-profile multiple dwelling buildings and townhome dwellings, which align with the corridor's intended land use. The design incorporates thoughtful building articulation to complement adjacent streets, promote a permeable block pattern, and enhance urban connectivity.  A transit stop adjacent to the Site ensures convenient access to public transportation, supporting sustainable mobility. The parking area is positioned away from the right-of-way, screened by the townhome dwellings along Howard Avenue to preserve the streetscape's visual appeal. The taller buildings are strategically set back from neighboring residential properties to minimize potential impacts and maintain compatibility with the surrounding community.
3.2.2.1	Locate Low and Medium Profile forms of development and mixed uses along the Mixed Use Corridors and at gateways to create areas of community focus.	
3.2.2.2	Ensure buildings relate to adjacent streets, particularly at transit stops. Block patterns should be permeable, providing access and frontage among buildings along the Mixed Use Corridors.	
3.2.2.3	Design parking lots with planting strips and landscaped traffic islands, medians, or bumpouts to break up the expanse of hard surface areas.	
3.2.2.4	Design buildings to be compatible with, and sensitively integrated with the surrounding land uses and built forms. Ensure appropriate transition to adjacent uses and built forms.	
3.3.1 Placement and Orientation		
3.3.1.1	Arrange all development to address the street by lining streets with building front facades, active uses, and public spaces. Reinforce and maintain existing setbacks by aligning the building base of new development with adjacent building bases, or by placing the building at the average distance between those of adjacent properties.	The development preserves a cohesive streetscape by positioning the proposed townhome dwellings along Howard Avenue, maintaining consistent setbacks with the existing right-of-way. The layout reinforces a pedestrian-friendly scale, with taller buildings thoughtfully set back from the public realm to minimize their

OP POLICY	POLICY	RESPONSE
3.3.1.3	Provide a safe, clear, and accessible site circulation system for pedestrians, cyclists, and vehicles, including connections to the surrounding street network, public sidewalks, transit stops, and parking areas.	visual impact. The Site design incorporates accessible pedestrian pathways, seamlessly connecting the existing transportation network to the building entrances, enhancing walkability and accessibility.
3.3.1.4	Create a pedestrian-scaled environment by arranging buildings to create comfortable and protected pedestrian spaces that provide a sense of enclosure.	
<b>3.3.2 Access, Parking, and Servicing</b>		
3.3.2.1	Provide access to parking, servicing, and loading from the rear of the building, or from a laneway, where possible. On corner sites, provide access from secondary streets provided the entrance facilities are well integrated into the rest of the frontage.	The visual impact of parking and service areas is minimized by locating these functions between the proposed buildings, away from direct street view and maintaining a cleaner streetscape.
3.3.2.4	Screen surface parking lots from view from roads, open spaces, and adjacent residential areas with low fencing, architectural features, landscaping or other mitigating design measures, such as lowered parking surfaces with landscaped buffers.	The parking area is set back from the rights-of-way to reduce visual impacts. The building orientation combined with additional landscaping and architectural elements to be implemented during the Site Plan Control stage, will provide effective buffering for the parking areas, ensuring compatibility with adjacent uses.
3.3.2.5	Incorporate pedestrian walkways and landscaping into surface parking areas along primary vehicular routes to enable safe, barrier free, and direct movement to principal building entrances and the sidewalk.	Pedestrian pathways are included within the parking areas to enable safe and direct movement to the principal building entrances.
3.3.2.8	Consolidate vehicular entrances to serve multiple buildings in order to minimize the number of interruptions to the street wall and sidewalk network. Limit the number of accesses from the same street to two.	The development proposes a single access point along Howard Avenue to serve both the townhome dwellings and multiple dwelling buildings. The shared driveway is designed to ensure efficient and safe site circulation.
3.3.2.9	Locate and screen parking, loading, utilities, and servicing areas away from public view through a combination of soft and hard landscaping, as well as other integrated architectural elements such as walls and pergolas.	The loading and service areas are located between the two proposed multiple dwelling buildings and away from the public realm.
3.3.2.11	Provide accessible and secure bicycle racks and parking at retail, commercial, and employment developments, as well as at other key locations to promote active transportation.	Bicycle spaces are provided and are strategically located near building entrances and pedestrian pathways to ensure convenience and accessibility.
<b>3.3.3 Landscaping</b>		
3.3.3	Landscaping design should reinforce the structure of the site with a focus on creating a	The proposed development, while subject to further refinement during Site

OP POLICY	POLICY	RESPONSE
	<p>safe, comfortable, and animated pedestrian environment. Landscaped Buffers are linear green open spaces that serve to provide an appealing and 'soft' transitional interface between new development areas in Mixed Use Centres and Nodes, along Mixed Use Corridors, and the backyards of existing low density established areas. Buffers serve to minimize any noise, light, and visual impacts associated with denser and more urban developments.</p>	<p>Plan Control, generally aligns with a number of key landscaping objectives. To mitigate surface runoff and heat island effects, permeable paving options will be utilized. High-quality, durable materials will be used for all landscape elements, including fences, walls, and planters. Landscaping buffers will be considered along property lines, offering visual and acoustic screening from adjacent properties, and will incorporate stormwater management practices, promoting sustainability.</p>
<p><b>3.4.1 General Guidelines</b></p>		
<p>3.4.1.1</p>	<p>Concentrate the greatest heights and massing along the frontage of an Arterial or Collector Road.</p>	<p>The proposed development aligns with urban design principles by concentrating its greatest height and massing at the rear of the Site and placing the townhome dwellings along the Site's frontage, ensuring that the scale of the building complements its context. The massing of the two 6-storey buildings has been sensitively designed to integrate with the surrounding residential properties, considering factors such as height, setbacks, and orientation to minimize visual impacts, enhance privacy, and preserve accessibility. A combination of landscaping and architectural features will mitigate the building's massing and ensure a smooth transition to the surrounding lower-profile residential areas.</p>
<p>3.4.1.2</p>	<p>Ensure the scale of Medium and High Profile buildings is compatible and sensitively integrated with surrounding residential uses in terms of building mass, height, setbacks, orientation, privacy, landscaping, shadow casting, accessibility, and visual impact.</p>	
<p>3.4.1.6</p>	<p>Ensure new development is compatible with adjacent and neighbouring development by siting and massing new buildings to avoid undue adverse impacts on adjacent properties particularly in regard to adequate privacy conditions for residential buildings and their outdoor amenity areas.</p>	