COUNTERPOINT LAND DEVELOPMENT BY | DILLON CONSULTING

2679264 Ontario Inc.

PLANNING JUSTIFICATION REPORT

5259 Tecumseh Road East and 0 Adstoll Avenue Redevelopment

Zoning By-law Amendment

April 2026 – 24-7395

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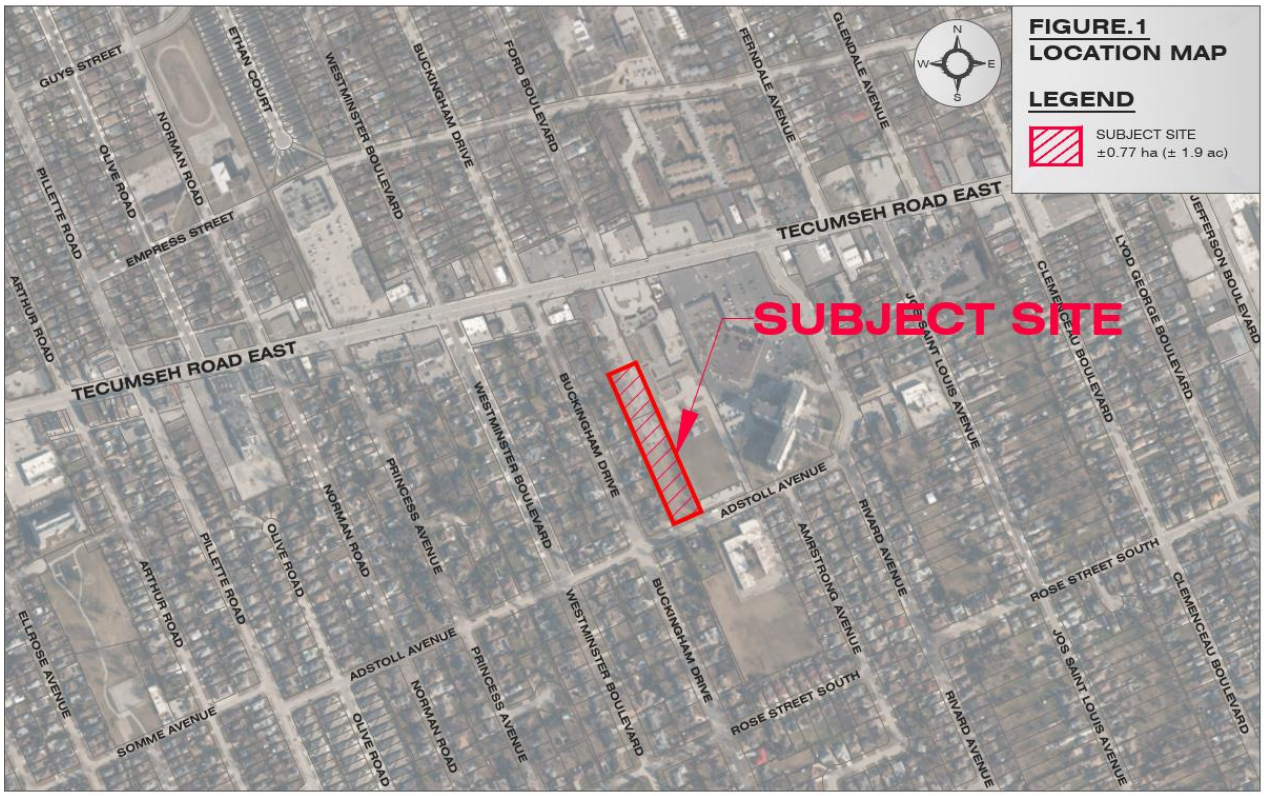
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1.0 INTRODUCTION

1.1 PURPOSE

Counterpoint Land Development by Dillon Consulting Limited (Dillon) has been retained by 2679264 Ontario Inc., (the 'Applicant') to assist in obtaining the necessary planning approvals for a proposed residential development located in the City of Windsor, Ontario. The development, municipally known as 5259 Tecumseh Road East and 0 Adstoll Avenue, will be referred to as the 'Subject Site' throughout this document (see **Figure 1 – Location Map**).

Figure 1 – Location Map



Source: The City of Windsor Interactive Mapping (2023), prepared by Counterpoint Land Development by Dillon Consulting.

The Applicant's land holdings are 1.22 hectares (3.01 acres) in size with frontage on Tecumseh Road East measuring 48.42 metres (158.89 feet) and Adstoll Avenue measuring 36.42 metres (119.50 feet). The Subject Site, for the purposes of the Zoning By-law amendment, is 0.77 hectares (1.90 acres) in size with 36.42 m (119.5 ft) of frontage on Adstoll Avenue and will include one (1) four-storey residential building, containing 75 units. To support the development, 94 surface parking spaces will be provided.

The Subject Site is administered under the City of Windsor Official Plan and City of Windsor Zoning By-law 8600.

Per the City of Windsor Official Plan Schedule D: Land Use (see **Figure 2**), the Subject Site is identified as being designated Residential. The City of Windsor has noted that the Official Plan designation of the remaining lands is

Mixed-Use Corridor (PC-003/24) which will remain, and confirmed that an Official Plan Amendment is not required with this application.

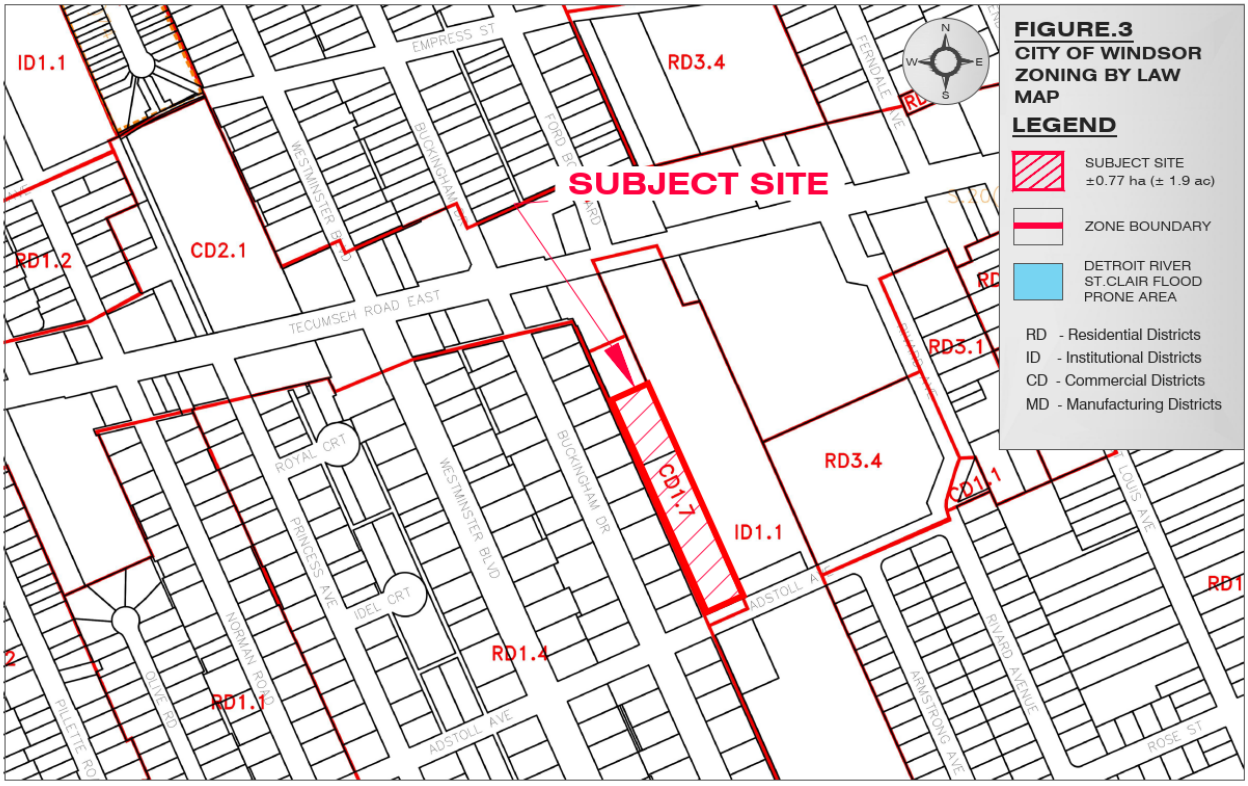
Figure 2 – City of Windsor Official Plan Designations



Source: City of Windsor Official Plan, Schedule "D" Land Use, prepared by Counterpoint Land Development by Dillon Consulting.

Per the City of Windsor Zoning By-law 8600, the Subject Site is zoned as Commercial District 1.7 (CD1.7) in accordance with Zoning District Map 11 (see **Figure 3**).

Figure 3 – City of Windsor Zoning By-law Designations 8600



Source: City of Windsor Zoning By law 8600, Zoning District Map 11, prepared by Counterpoint Land Development by Dillon Consulting.

The current zoning of the Subject Site does not permit the proposed residential development. As such, a Zoning By-law Amendment is required to rezone the lands from Commercial District 1.7 (CD1.7) to a site-specific Residential District 3.1 (RD3.1) zone. The Zoning By-law Amendment requests the following reliefs:

- Increase in Maximum building height from 10 metres to 18 metres;
- Reduction in the minimum Side Yard Width where a habitable room window of any dwelling unit faces a side lot line from 6 metres to 3.5 metres along the east side of the property; and
- Reduction in the minimum Landscaped Open Space Yard from 35% to 25%.

The change in zoning will facilitate the residential development in alignment with the objectives of the City of Windsor Official Plan.

1.2 DESCRIPTION OF SITE

The total Subject Site under application is 0.77 hectares (1.90 acres), located at 5259 Tecumseh Road East and 0 Adstoll Avenue. This overall parcel is part of a through lot, with frontage along Adstoll Avenue as well as access along Tecumseh Road East. The Subject Site is located on the southern portion of the site fronting onto Adstoll Avenue. The lands are legally described as Lot 1 and Part Closed Alley on RP 1214, Part Lot 113 on Concession 2

and Parts 1 to 3, 12R-27327. Previously, the overall property was occupied by commercial uses, including a bowling alley and, more recently, the former Croatian Centre, which served as a banquet hall and cultural center. The cultural center has since ceased in operation.

The surrounding area is characterized by a diverse mix of land uses, including residential, restaurants, retail outlets, medical offices, a pharmacy, a grocery store, and an elementary school, which contribute to a vibrant, complete community atmosphere. The primary residential uses are low-density housing options, although there are also some medium - and high-density residential buildings available nearby. The mix of land uses offers opportunity for residential intensification that aligns with the community's needs and promotes sustainable growth in the region. This location provides an ideal setting for development, facilitating convenient access to essential services and fostering a sense of community.

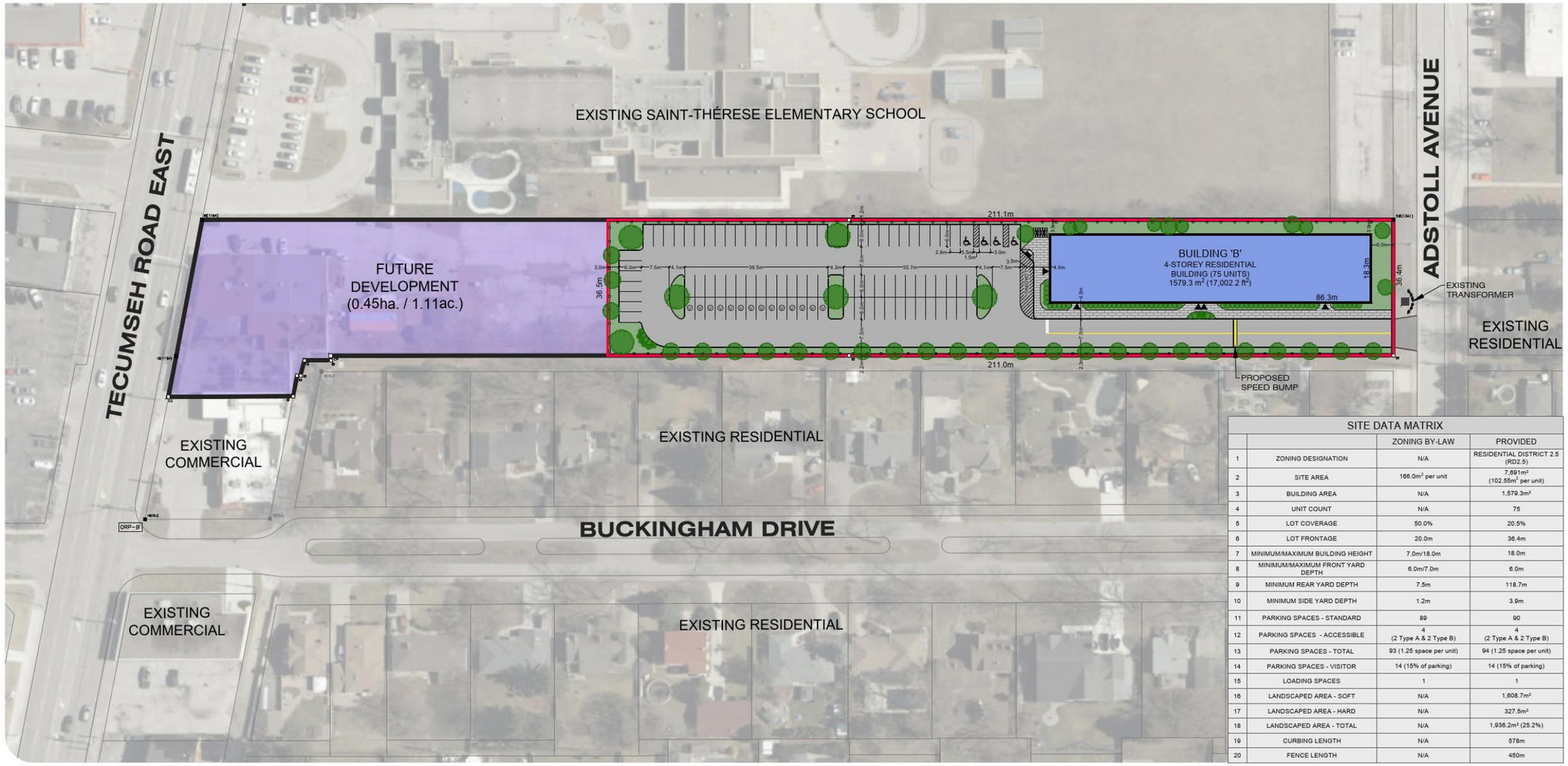
1.3 PROPOSED DEVELOPMENT

The Subject Site comprises 0.77 hectares (1.90 acres) which will include a medium-profile four-storey multiple dwelling building. The proposed residential building will contain 75 dwelling units. To support the residential development, 94 parking spaces will be provided through surface parking areas as well as adequate accessible parking spaces (4), a loading space, bicycle parking, and pedestrian sidewalks to ensure accessibility for all.

The site provides a unique opportunity given its location within a built-up area of the city. The proposed access along Adstoll Avenue will facilitate efficient circulation for residents and balanced integration with the existing transportation network. The Subject Sites proximity to Tecumseh Road East with access to Adstoll Avenue ensures prompt access for emergency services, enhancing the overall safety and functionality of the development.

The proposed Conceptual Site Plan illustrates the proposed design of the Subject Site (see **Figure 4**).

Figure 4 – Proposed Conceptual Site Plan



SITE DATA MATRIX

		ZONING BY-LAW	PROVIDED
1	ZONING DESIGNATION	N/A	RESIDENTIAL DISTRICT 2.5 (RD2.5)
2	SITE AREA	166.0m² per unit	7,691m² (102.55m² per unit)
3	BUILDING AREA	N/A	1,579.3m²
4	UNIT COUNT	N/A	75
5	LOT COVERAGE	50.0%	20.5%
6	LOT FRONTAGE	20.0m	36.4m
7	MINIMUM/MAXIMUM BUILDING HEIGHT	7.0m/18.0m	18.0m
8	MINIMUM/MAXIMUM FRONT YARD DEPTH	6.0m/7.0m	6.0m
9	MINIMUM REAR YARD DEPTH	7.5m	118.7m
10	MINIMUM SIDE YARD DEPTH	1.2m	3.9m
11	PARKING SPACES - STANDARD	89	90
12	PARKING SPACES - ACCESSIBLE	4 (2 Type A & 2 Type B)	4 (2 Type A & 2 Type B)
13	PARKING SPACES - TOTAL	93 (1.25 space per unit)	94 (1.25 space per unit)
14	PARKING SPACES - VISITOR	14 (15% of parking)	14 (15% of parking)
15	LOADING SPACES	1	1
16	LANDSCAPED AREA - SOFT	N/A	1,608.7m²
17	LANDSCAPED AREA - HARD	N/A	327.5m²
18	LANDSCAPED AREA - TOTAL	N/A	1,936.2m² (25.2%)
19	CURBING LENGTH	N/A	578m
20	FENCE LENGTH	N/A	450m

2679264 ONTARIO INC.
5259 TECUMSEH ROAD EAST
REDEVELOPMENT

CONCEPT PLAN

APPLICANT'S LAND HOLDING (1.22ha. / 3.01ac.)
SUBJECT SITE (0.77ha. / 1.90ac.)
PROPOSED MULTIPLE RESIDENTIAL BUILDING (75 UNITS)
FUTURE DEVELOPMENT (0.45ha. / 1.11ac.)
PROPOSED SIDEWALK
PROPOSED LANDSCAPE

File Location:
c:\pw working directory\projects 2024\dillon_32esb\d0124388\247395-08-concept plan-option 2.dwg
February, 11, 2026 3:39 PM

SOURCE: THE COUNTY OF ESSEX INTERACTIVE MAPPING (2025)

MAP/DRAWING INFORMATION
THIS DRAWING IS FOR INFORMATION PURPOSES ONLY.
ALL DIMENSIONS AND BOUNDARY INFORMATION SHOULD BE VERIFIED BY AN O.L.S PRIOR TO CONSTRUCTION.

CREATED BY: ESB
CHECKED BY: MAM
DESIGNED BY: ESB

SCALE: 1:1000 (11x17)

COUNTERPOINT LAND DEVELOPMENT BY | DILLON CONSULTING

PROJECT: 24-7395
STATUS: DRAFT
DATE: 02/11/2026

2.0 EXISTING LAND USE

2.1 SUBJECT SITE

The physical attributes of the Subject Site are as follows:

- A total Subject Site area of 0.77 hectares (1.90 acres);
- A Future Development area of 0.45 hectares (1.11 acres) to the north is not part of the current application;
- Rectangular shape;
- Frontage along Adstoll Avenue and close proximity to Tecumseh Road East;
- Vacant structures (former Croatian Centre) with rear parking area on Future Development Area;
- Some vegetation along t-he south, east and western perimeters; and
- Access to existing municipal services.

2.2 SURROUNDING LAND USE

The surrounding land uses are as shown in **Figure 5 – Surrounding Land Uses** and are described as follows:

North

- **Existing Uses:** Commercial uses (Partsource), restaurants, (Popeyes, Factory House, Lucky's Roadhouse), low-density residential (single detached dwellings, townhome dwellings);
- **Official Plan Designation(s):** Mixed-Use Corridor, Residential and Major Institutional; and
- **Zone(s):** Commercial District 2.1 (CD2.1), Residential District 1.2 (RD1.2) and Residential District 3.4 (RD3.4), Institutional District 1.1 (ID1.1).

East

- **Existing Uses**: Institutional Uses ('École Élémentaire Catholique Sainte-Thérèse); commercial uses (FreshCo, Dollarama) and a range of low to high-density residential (single detached dwellings, semi-detached dwellings, and multiple unit dwelling located at 2455 Rivard Avenue);
- **Official Plan Designation(s):** Mixed-Use Corridor and Residential; and
- **Zone(s):** Institutional District 1.1 (ID1.1), Commercial District 2.1 (CD2.1) and Residential District 3.4 (RD3.4).

South

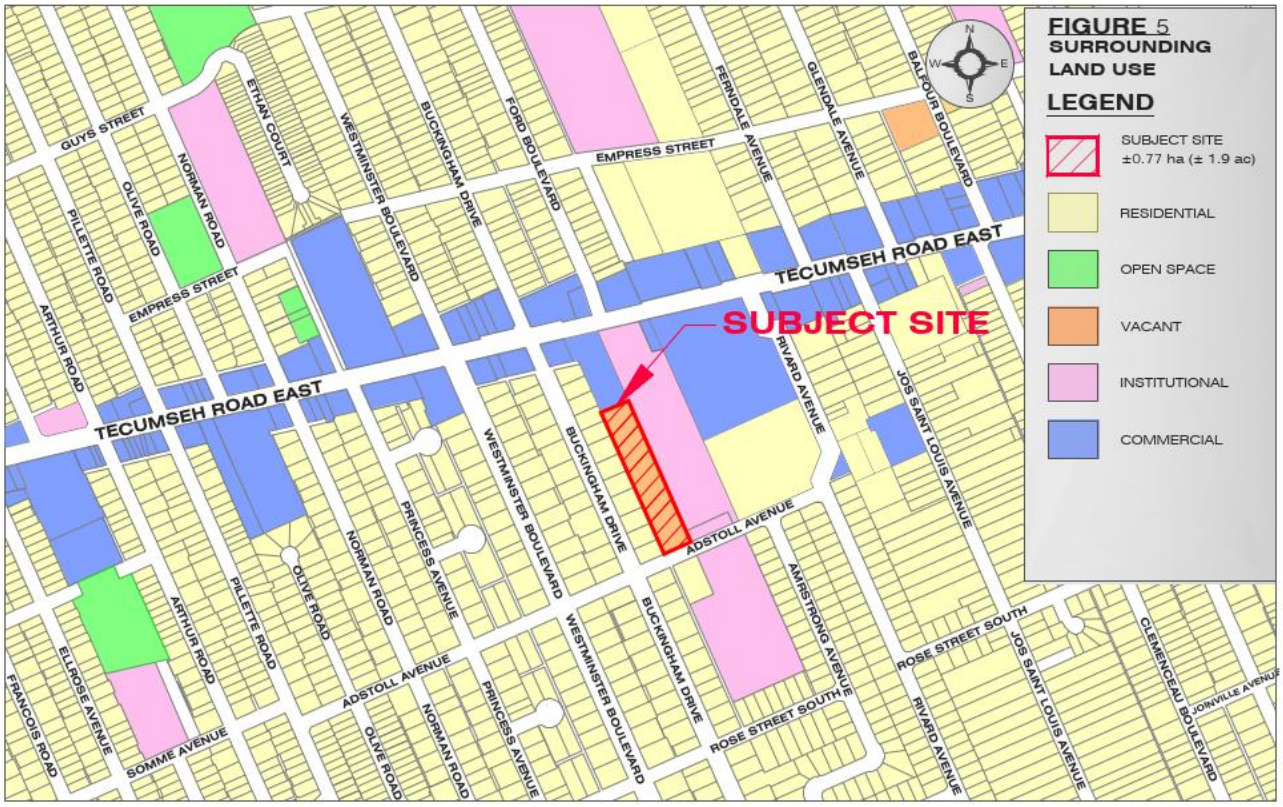
- **Existing Uses:** Low-density residential (single detached dwellings and semi-detached dwellings), vacant institutional site (formally St. Alexander's Elementary School);

- **Official Plan Designation(s):** Residential; and
- **Zone(s):** Institutional District 1.1 (ID1.1), Residential District 1.1 (R1.1) and Residential District 1.4 (RD1.4).

West

- **Existing Uses:** Commercial uses (Pure Merchandise, Deda's BBQ & Grill TakeOut, The Hardwood Outlet) and low-density residential (single detached dwellings);
- **Official Plan Designation(s):** Mixed-Use Corridor and Residential; and
- **Zones(s):** Commercial District 2.1 (C2.1) and Residential District 1.4 (R1.4).

Figure 5 – Surrounding Land Uses



Source: City of Windsor Online Mapping (2023), prepared by Counterpoint Land Development by Dillon Consulting.

3.0 PLANNING ANALYSIS

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;
- City of Windsor Zoning By-Law 8600 regulations; and
- Visual inspections of the site and surrounding lands.

Recognizing that overlaps exist between the various policies and criteria in the Official Plan, the approach used attempts to consolidate the relevant policies and criteria 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 Policy Analyses**

3.1 PROVINCIAL PLANNING STATEMENT (2024)

The Provincial Planning Statement (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 Provincial Planning Statement 2024 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 PPS (**refer to Appendix A – Provincial/City Policy Analyses**).

3.2 CITY OF WINDSOR OFFICIAL PLAN

The local policy context is issued under the City of Windsor Official Plan (OP). The local OP 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 City of Windsor 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;

- 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 Residential in the Official Plan as per the revised Stage 2 Planning Consultation Letter received in January 2026. The proposed development is in alignment with the basic land use policies outlined in the existing Official Plan (**refer to Appendix A – Provincial/City Policy Analysis**).

3.3 CITY OF WINDSOR INTENSIFICATION GUIDELINES

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 Subject Site is currently zoned as Commercial District 1.7 (CD1.7) in accordance with Zoning District Map 11. The current zoning does not permit the proposed residential development. As such, a Zoning By-law Amendment is requested to rezone the Subject Site to a site-specific Residential District 3.1 (RD3.1). The Zoning By-law Amendment requests the following reliefs:

- Increase in Maximum building height from 10 metres to 18 metres;
- Reduction in the minimum Side Yard Width where a habitable room window of any dwelling unit faces a side lot line from 6 metres to 3.5 metres along the east side of the property; and
- Reduction in the minimum Landscaped Open Space Yard from 35% to 25%.

3.5 PLANNING ANALYSIS AND CONSIDERATIONS

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

3.5.1 Site Suitability

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

- The land area is sufficient to accommodate this intensified development allowing for a balanced distribution of medium-density residential units, along with sufficient parking;

- The site is surrounded by a mix of low to high-density residential, commercial, and institutional uses, ensuring compatibility. Additionally, parks such as Polonia Park, Pykes Park, Somme Park, and Thurston Park are within a 15-minute walk, offering recreational opportunities and promoting active transportation;
- The proposed residential development provides a diverse range of multiple dwelling housing options, accommodating various demographics, including individuals, families, and seniors. This variety effectively meets the increasing demand for affordable and diverse housing solutions; and
- The proposed residential development will boost local businesses through increased foot traffic and spending, supporting growth and job creation. It will strengthen the neighbouring Mixed-Use Corridor and will attract further investment, driving long-term economic stability in the area.

3.5.2 Compatibility of Design

The proposed development is situated in a built-up area characterized by a mix of residential, commercial, and institutional uses. The surrounding neighbourhood features low- to high-density residential dwellings, diverse commercial establishments, and public services, creating a well-integrated setting ideal for residential development. Compatible development in this context means that, although the proposed buildings may differ from existing types, they contribute positively to the established community and coexist with surrounding uses without adverse impact. The proposed residential intensification aligns with the intent of the Residential designation to support higher-density development, maintain a balanced land-use mix, enhance transit investment, and contribute to the creation of complete communities, while supporting the surrounding mixed-use corridor and commercial uses.

3.5.3 Natural Environment Impacts

The Subject Site includes several trees along the western property boundary and the alley adjacent to residences on Buckingham Drive. These trees are planned for removal, necessitating a Tree Inventory and Preservation Plan as part of the Site Plan Control process. This plan assesses the impact on the urban canopy and outline the required number of replacement trees or compensation to mitigate the loss. To support buffering and screening between abutting neighbors, adequate buffer areas of at least 1.2m have been provided along the east and west property boundaries to accommodate new tree plantings. The Tree Inventory and Preservation Plan is included under separate cover.

3.5.4 Municipal Service Impacts

The proposed development will utilize existing municipal stormwater and sanitary systems. Stormwater management includes surface and subsurface storage to handle up to a 1:100-year event, with water quality maintained by an oil and grit separator. Sanitary services will connect to the extended 250 mm sewer on Adstoll Avenue which will require an extension. A Sanitary Servicing and Stormwater Management Reports are included under separate cover.

3.5.5 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 surrounding Residential areas as well as the Mixed-Use Corridor along Tecumseh Road East. The project will generate direct employment opportunities during the construction phase and indirectly support long-term economic stability through the increased demand for local goods and services.

3.5.6 Good Planning

The proposal represents good planning as it addresses the intent of the City of Windsor to promote a healthy, liveable community contributing to the guiding principles of the PPS, City of Windsor OP and Zoning By-law. Residential uses on the Subject Site represent an efficient development pattern that optimizes the use of land. The proposed development will blend well with the existing commercial uses, while providing a natural extension of the residential uses in the area and within the City of Windsor community. It contributes to a high quality of life by fostering a "live, work, and play" environment where existing and future residents experience a strong sense of community and collective pride in their surroundings.

4.0 CONCLUSIONS

The proposed residential development located at 5259 Tecumseh Road East and 0 Adstoll Avenue, is appropriate, and should be approved by the City of Windsor Council as it:

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

For the above reasons, it would be appropriate for the City of Windsor Council to provide support for the requested site-specific Zoning By-law Amendment to allow for the proposed residential development. This report demonstrates that the proposal is suitable and will not be impacted by surrounding uses, is consistent with the PPS, conforms to the intent and purpose of the City of Windsor Official Plan, and represents good planning.

Melanie Muir, MCIP, RPP
Associate

APPENDIX A

Provincial and City Policy Analyses

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

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-b)	To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall: a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.	The Subject Site is situated on land already designated for residential use and is well-suited for intensification. Its proximity to 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.

PPS POLICY	POLICY	RESPONSE
2.1.6 (a-c)	Planning authorities should support the achievement of complete communities by: a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including, schools and associated childcare facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs; b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.	The proposed development includes one (1) four-storey multiple dwelling building, adding 75 residential 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 Subject Site aligns with the goal of offering a balanced mix of housing types and 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. By providing multiple 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.
2.2 Housing		
2.2.1 (a-d)	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: a) establishing and implementing minimum targets for the provision of housing that is affordable to low- and moderate-income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs; b) permitting and facilitating: 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	The development of a multiple dwelling building in this area will contribute to lower overall housing costs by utilizing higher density housing, 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. By redeveloping a portion of a former commercial site, the project promotes sustainable growth through residential intensification and redevelopment. The proposed density maximizes the use of both land and existing infrastructure, aligning with efficient land use policies. Additionally, the

PPS POLICY	POLICY	RESPONSE
	from demographic changes and employment opportunities; and 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; c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.	development's location near a primary transit route supports transit-oriented growth, further enhancing accessibility and affordability.
2.3 Settlement Areas and Settlement Area Boundary Expansions		
2.3.1.2 (a-e)	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 proposed multiple dwelling building contributes to a diversity of housing options, efficiently utilizing available resources and infrastructure. The development is well-positioned near existing and proposed cycling routes and promotes active transportation through integrated pedestrian pathways. The development's proximity to several Transit Windsor bus routes, including stops directly along Tecumseh Road East, significantly enhances its accessibility and strengthens its integration into the city's public transportation network. This connectivity supports transit-oriented living, making it convenient for residents to access key destinations throughout the city.

PPS POLICY	POLICY	RESPONSE
2.9 Energy Conservation, Air Quality and Climate Change		
2.9.1 (a-e)	Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the *impacts* of a *changing climate* through approaches that: a) support the achievement of compact, *transit-supportive*, and *complete communities*; b) incorporate climate change considerations in planning for and the development of *infrastructure*, including stormwater management systems, and *public service facilities*; c) support energy conservation and efficiency; d) promote *green infrastructure*, *low impact development*, and *active transportation*, protect the environment and improve air quality; and e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the *impacts of a changing climate*.	The development incorporates higher density housing, maximizing land use while fostering walkable, transit-supportive, and complete communities, thereby reducing reliance on private vehicles. Sustainable infrastructure will be in place to manage stormwater runoff, including permeable pavements, while smart energy systems and energy-efficient building materials will be considered to enhance overall sustainability.
3.0 Infrastructure and Facilities		
3.1 General Policies for Infrastructure and Public Service Facilities		
3.1.1 (a-c)	*Infrastructure* and *public service facilities* shall be provided in an efficient manner while accommodating projected needs. Planning for *infrastructure* and *public service facilities* shall be coordinated and integrated with land use planning and growth management so that they: a) are financially viable over their life cycle, which may be demonstrated through asset management planning; b) leverage the capacity of development proponents, where appropriate; and c) are available to meet current and projected needs.	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)	Before consideration is given to developing new *infrastructure* and *public service facilities*: *a)* the use of existing infrastructure and public service facilities should be optimized; and	Existing infrastructure is fully utilized, avoiding the need for new construction.

PPS POLICY	POLICY	RESPONSE
	b) opportunities for adaptive re-use should be considered, wherever feasible.	
3.1.3	*Infrastructure* and *public service facilities* 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 with access from Adstoll Avenue. The layout prioritizes visibility and safety, incorporating open spaces and pathways that facilitate safe passage for emergency services. Additionally, the development will include resilient infrastructure systems capable of withstanding natural disasters, ensuring uninterrupted service during emergencies. Redundant essential services will also be integrated to maintain functionality in the event of system failures.
3.2 Transportation Systems		
3.2.1	*Transportation systems* 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.	Adstoll Avenue, a lower-volume local road, serves residential traffic with its two-lane design, offering an accessible entry and exit for the development. Supporting local roads such as Buckingham Drive, Rivard Avenue, and Ford Boulevard further enhance connectivity to neighbourhoods, schools, and transit options. The integration of sidewalks and the potential expansion of cycling infrastructure promote safety and active, energy-efficient modes of transportation, contributing to a sustainable transportation network. The road network's current configuration, combined with projected mitigation measures, ensures efficient traffic flow, reduces delays, and supports multimodal access.
3.2.2	Efficient use should be made of existing and planned *infrastructure*, including through the use of *transportation demand management* strategies, where feasible.	
3.2.3	As part of a *multimodal transportation system*, connectivity within and among *transportation systems* and modes should be planned for, maintained and, where possible, improved including connections which cross jurisdictional boundaries.	

PPS POLICY	POLICY	RESPONSE
3.3 Transportation and Infrastructure Corridors		
3.3.1	Planning authorities shall plan for and protect corridors and *rights-of-way* for *infrastructure*, 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-ways by aligning with current and future infrastructure needs. The design anticipates future transit development, ensuring that necessary corridors remain available for expansion.
3.6 Sewage, Water and Stormwater		
3.6.1 (a-f)	Planning for *sewage* and *water services* shall: a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing *municipal sewage services* and *municipal water services* and existing *private communal sewage services* and *private communal water services*; b) ensure that these services are provided in a manner that: 1. can be sustained by the water resources upon which such services rely; 2. is feasible and financially viable over their life cycle; 3. protects human health and safety, and the natural environment, including the *quality* and *quantity of water*; and 4. aligns with comprehensive municipal planning for these services, where applicable. c) promote water and energy conservation and efficiency; d) integrate servicing and land use considerations at all stages of the planning process; e) consider opportunities to allocate, and re-allocate, if necessary, the unused system capacity of *municipal water services* and *municipal sewage services* to support efficient use of these services to meet current and projected needs for increased housing supply; and f) be in accordance with the servicing options outlined through policies 3.6.2, 3.6.3, 3.6.4 and 3.6.5.	The proposed development aligns with the PPS goals of cost-effective land use and infrastructure planning by utilizing existing infrastructure within the municipal right-of-way.

PPS POLICY	POLICY	RESPONSE
3.6.2	*Municipal sewage services* and *municipal water services* are the preferred form of servicing for *settlement areas* to support protection of the environment and minimize potential risks to human health and safety. For clarity, *municipal sewage services* and *municipal water services* include both centralized servicing systems and decentralized servicing systems.	Full municipal services for sewage and water are provided.
3.6.8 (a-f)	Planning for stormwater management shall: 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; b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads; c) minimize erosion and changes in water balance including through the use of *green infrastructure*; d) mitigate risks to human health, safety, property and the environment; e) maximize the extent and function of vegetative and pervious surfaces; f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and *low impact development*; and align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a *watershed scale*.	The stormwater management system for the development is fully integrated with municipal sewage and water services, designed to optimize efficiency over its lifecycle. It employs a combination of surface and underground storage to minimize runoff and control peak flows.
3.7 Waste Management		
3.7.1	*Waste management systems* 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.
3.9 Public Spaces, Recreation, Parks, Trails and Open Space		
3.9.1 (a-d)	Healthy, active, and inclusive communities should be promoted by: a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians,	The development promotes a healthy, active, and inclusive community by integrating safe and accessible pedestrian pathways, barrier-free access, lighting, and clear signage within the site. Active transportation

PPS POLICY	POLICY	RESPONSE
	foster social interaction and facilitate *active transportation* and community connectivity; b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources; c) providing opportunities for public access to shorelines; and d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.	options such as access to existing public transit and cycling infrastructure encourages social interaction.
6.0 Implementation and Interpretation		
6.1 General Policies for Implementation and Interpretation		
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 (PPS) by adopting a comprehensive and coordinated approach to land use planning, infrastructure provision, and public service facilities. The development aligns with the long-term objectives of the PPS, balancing environmental stewardship with economic and social considerations, while ensuring compliance with all relevant regional and provincial land use policies.

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	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.	The proposed development supports efficient land use by utilizing an underdeveloped parcel for medium-density residential. Its location along Adstoll Avenue, a lower-volume local road, serves residential traffic with its two-lane design, offering an accessible entry and exit for the development. The Future Development Area fronting onto Tecumseh Road East, a Class II arterial road, presents further opportunity for 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.
3.2.1.2	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.	The development introduces a mix of 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.

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 site integrates sidewalks to connect the buildings to the surrounding roadways and is located near existing parks and open spaces. The design encourages walking, cycling and active transportation, which contributes to a healthier, more active lifestyle and 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 medium-density housing with a mix of 1-bedroom and 2-bedroom units, enhancing the housing variety in the neighbourhood and catering to the diverse needs of the community.
4.2.4.1	To encourage development that fosters social interaction.	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.	The proximity of Adstoll Avenue to Tecumseh Road East, a major Class II 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; 2) To promote compact neighbourhoods which encourage a balanced transportation system; 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); 4) To ensure that the existing housing stock is maintained and rehabilitated; and, 5) To provide for complementary services and amenities which enhance the quality of residential areas.	Offering medium-density units, including both 1-bedroom and 2-bedroom options, increases the variety of housing types available, providing affordable and accessible choices for a wide range of demographics, including individuals, families, and seniors. The location near Tecumseh Road East promotes efficient infill development by revitalizing an underutilized parcel within an established area, avoiding expansion into greenfield sites. This approach to intensification minimizes infrastructure and servicing costs by utilizing existing utilities, transportation networks, and public services. 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.
6.3.2.1	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)	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.
6.3.2.5 (a-f)	At the time of submission, the proponent shall demonstrate to the satisfaction of the Municipality that a proposed residential development within an area having a Neighbourhood development pattern is: (a) feasible having regard to the other provisions of this Plan, provincial legislation, policies and appropriate guidelines and support studies for uses: (i) within or adjacent	The City of Windsor Intensification Guidelines (2022) indicates that compatibility is assessed by considering the height and massing of nearby buildings; accordingly, the proposed four-storey building aligns with nearby higher-density residential land uses while providing a transition from the higher to lower profile residential uses. Adequate buffering will be implemented

	to any area identified on Schedule C: Development Constraint Areas and described in the Environment chapter of this Plan; (ii) adjacent to sources of nuisance, such as noise, odour, vibration and dust; (iii) within a site of potential or known contamination; (iv) where traffic generation and distribution is a provincial or municipal concern; and (v) adjacent to heritage resources; (b) in keeping with the goals, objectives and policies of any secondary plan or guideline plan affecting the surrounding area; (c) In existing neighbourhoods, compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and amenity areas. In Mature Neighbourhoods as shown on Schedule A-1, compatible with the surrounding area, as noted above, and consistent with the streetscape, architectural style and materials, landscape character and setback between the buildings and streets; (Added by OPA #159 – APPROVED July 11 2022, B/L# 100-2022); (d) provided with adequate off-street parking; (e) capable of being provided with full municipal physical services and emergency services; and (f) facilitating a gradual transition from Low Profile residential development to Medium and/or High Profile development and vice versa, where appropriate, in accordance with Design Guidelines approved by Council. (Added by OPA #159 – APPROVED July 11, 2022, B/L# 100-2022)	through the Site Plan Control process to mitigate impacts on adjacent low-density residential properties. The development includes sufficient off-street parking and is fully supported by municipal infrastructure. Emergency access is readily available via Tecumseh Road East, ensuring safe and efficient serviceability. Existing infrastructure capacity, including sewer, water, stormwater management, and transportation systems, is sufficient to support the development, with no anticipated adverse impacts on municipal services.
7.0 Infrastructure		
7.1 Goals		
7.1.2-.3	Optimal use of existing infrastructure; An accessible, affordable and available transportation system	Adstoll Avenue, a lower-volume local road, has the capacity to accommodate the increased traffic generated by the development without requiring significant new infrastructure investment. The Subject Site is well-served by bus routes, with multiple bus

		stops located nearby, providing residents with an affordable and accessible transportation option.
7.2 Transportation System		
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, such as retail centers, schools, and parks, allowing residents to access essential amenities within walking or cycling distance, minimizing the need for long vehicle trips. Additionally, the site features barrier-free pedestrian pathways and offers convenient access to community services and transit options, further reducing the need for car ownership and fostering a walkable, accessible, and connected community layout.
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.	
7.2.3.1 (a-c)	Council shall require all proposed developments and infrastructure undertakings to provide facilities for pedestrian movements wherever appropriate by: (a) Requiring safe, barrier free, convenient and direct walking conditions for persons of all ages and abilities; (b) Ensuring that all residents have access to basic community amenities and services and public transit facilities without dependence on car ownership; and (c) Providing a walking environment within public rights-of-ways that encourages people to walk to work or school, for travel, exercise, recreation and social interaction.	
7.2.6.18 (a-g)	Council shall encourage the development of a peaceful atmosphere in residential areas by:	The development's location along Adstoll Avenue ensures efficient traffic flow and without presenting adverse impact on surrounding, quieter

	(a) Maintaining an adequate system of Collector and Arterial roads to serve residential areas; (b) Requiring the provision of appropriate noise control measures and off-street parking; (c) Locating medium and high-density residential development along Collector and Arterial roads; (d) Requiring the construction of sidewalks in accordance with policy 7.2.3.2; (e) Requiring that traffic calming devices be included in the road design of any new residential subdivision in accordance with the Traffic Calming Policy; (f) Applying the principles of the Traffic Calming Policy to existing roads in residential areas by ensuring that traffic calming is considered as part of any neighbourhood management plan and that traffic calming devices are placed where deemed to be necessary; and (g) 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.	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.
7.3 Infrastructure		
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
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.	

		sustainable but also minimizes costs associated with extending new infrastructure, while fully integrating into the existing municipal system.
8.0 Urban Design		
8.3 Design for People		
8.3.1	To achieve maximum user comfort in the design of new development; To foster development that provides a pedestrian scale; and To foster a sense of place within Windsor and its neighbourhoods.	The design prioritizes pedestrian-friendly elements, with well-defined pathways that encourage walkability, connecting residents to nearby amenities and public transit. The building's height, massing, and street frontage are carefully balanced to maintain a human scale, ensuring that the development is welcoming and visually harmonious with the surrounding area. Additionally, the inclusion of landscaping fosters a comfortable and attractive environment for residents, enhancing both the functional and aesthetic qualities of the space. By creating areas where residents can gather and interact, the project promotes social cohesion and a sense of community.
8.4 Pedestrian Access		
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.
8.7 Built Form		
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 potential façade materials, such as brick and glass, mirror those commonly found in the surrounding area, allowing the development to complement the neighbourhood's established aesthetic. Additionally, the project integrates

		innovative design features, including energy-efficient systems, which not only enhance sustainability but also reflect modern urban design standards, balancing tradition with contemporary functionality.
8.7.2.1 (a-d)	Council will ensure that the design of new development: (Added by OPA #66–11/05/07-B/L209-2007): (a) is complementary to adjacent development in terms of its overall massing, orientation, setback and exterior design, particularly character, scale and appearance; (Added by OPA #66–11/05/07-B/L209-2007); (b) provides links with pedestrian, cycle, public transportation and road networks; (c) maintains and enhances valued heritage resources and natural area features and functions; (d) Encourages the creation of attractive residential streetscapes through architectural design that reduces the visual dominance of front drive garages, consideration of rear lanes where appropriate, planting of street trees and incorporation of pedestrian scale amenities. (added by OPA #60–05/07/07-B/L85-2007–OMB Decision/Order No.2667, 10/05/2007).	The development matches the massing, scale, and design of nearby buildings, promoting connectivity through pedestrian pathways, bicycle parking, and transit access. It enhances natural features 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 part of that area's existing development pattern by having regard for: (a) massing; (b) building height; (c) architectural proportion; (d) volumes of defined space; (e) lot size; (f) position relative to the road; (g) building area to site area ratios;	The proposed residential building is designed to respect the existing massing, height, and proportions of nearby structures. Its lot size, positioning relative to Adstoll Avenue, and overall architectural character blend well with the surrounding area, ensuring a seamless transition between new and existing developments.

	(h) the pattern, scale and character of existing development; and (Added by OPA #66–11/05/07-B/L209-2007); (i) exterior building appearance (Added by OPA #66–11/05/07-B/L209-2007); and (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).	
8.11.2.19	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.	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 landscaping. The building's positioning and centrally located parking improve the streetscape, creating a functional and sustainable urban environment.
11.0 Tools		
11.6 Zoning		
11.6.3	All amendments to the Zoning By-law(s) shall conform with this Plan. The Municipality will, on each occasion of approval of a change to the zoning by-law(s), specify that conformity with the Official Plan is maintained or that the change will be in conformity upon the coming into effect of an amendment to the Official Plan. All applications for Zoning By-law amendments shall be processed in accordance with the provisions of the Planning Act, and regulations pursuant thereto, and the procedural requirements of this Plan.	The Zoning by-law Amendment application for the project follows the structured process, including pre-application consultations, public meetings, and input from relevant agencies. The amendment is in conformity with the Official Plan, aligning with its goals and guidelines.

CITY OF WINDSOR INTENSIFICATION GUIDELINES

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

INTENSIFICATION POLICY	POLICY	RESPONSE
2.0 Stable and Mature Neighbourhoods		
2.1 Understanding Neighbourhood Character		
2.1	The character of the City's Stable and Mature Neighbourhoods is defined generally by the following elements: • **Architecture** - Architectural styles, in some cases vary dramatically, while in other neighbourhoods, convey consistency. While a rigorous adherence to a particular form or style is neither desirable nor realistic there are key elements of all building designs that can be used to ensure that different forms and styles can co-exist alongside one another in a compatible and complementary manner; • **Heritage** - The inventory of heritage buildings within the Stable and Mature Neighbourhoods is a key contributor to the character of the neighbourhoods. To maintain the historic character of these areas, the design of both new development and additions must complement the heritage character and be context-specific to avoid detracting from the existing built fabric. • **Lot Size/Frontage** - Streets that display the most diversity in terms of lot size and street frontage are not necessarily negative in terms of community character. Varying lot sizes and frontages can accommodate a diversity of housing types and built forms. To support this variety and diversity as a positive attribute, it is important to ensure that the development is appropriate for the site and within the context of the surrounding built form;	The proposed development features a (4) four-storey, medium-profile multiple dwelling building fronting onto Adstoll Avenue. The Future Development Area of the Subject Site fronting onto Tecumseh Road East presents the opportunity for a commercial or mixed-use building fronting onto the designated Mixed-Use Corridor of Tecumseh Road East, which aligns with the corridor's intended land use. The site design optimizes land use along Adstoll Avenue, while the buildings' articulation complements adjacent streets, fostering a permeable block pattern and enhancing urban connectivity. The proposed building will be designed to be complimentary to the neighbouring architecture and heritage features. The proposed side yard setback depth of 3.9m provides ample setback from habitable windows within the units. The reduction is specific to the east side of the site, which is adjacent to the elementary school and a large play yard, which further reduces any impact on the new units and the existing institutional use. The site is in close proximity to transit stops on Rivard Avenue and

INTENSIFICATION POLICY	POLICY	RESPONSE
	• **Setbacks** - Front and side yard setbacks are character giving elements within these neighbourhoods that establish both the building's relationship with the street, and the visual separation between buildings. Consistency in building setbacks, regardless of built form, is a key character giving element of any street; • **Streets** - On a street-by-street basis, right-of-way and pavement widths are considered important to the image of a Stable and Mature Neighbourhood and are directly related to the adjacent scale of development, with a desire to maintain existing relationships among pavement width, boulevard treatment, and the interface between the street and the adjacent buildings; • **Street Trees and Landscaping** - The protection of mature street trees and the enhancement and maintenance of front yard landscapes in all Stable and Mature Neighbourhoods is a crucial objective in maintaining its positive character; and, • **Parking** - Dealing with the issue of parking is often a flashpoint in the conversation about residential intensification. Parking must be appropriately accommodated on the site of any specific residential development, and that parking supply may be augmented by on-street parking, or in parking spaces provided in communal facilities. A lack of parking supply, with too much reliance on on-street parking has a significant negative impact on community character and may impact the functional operation of the street network.	Tecumseh Road East, providing convenient public transportation access. To further maximize land use efficiency, surface parking is located to the rear of the proposed building to serve residents. The building is strategically set back as far as possible from neighboring residential properties located on Buckingham Drive to minimize potential impacts and maintain compatibility with the surrounding community, address concerns from the neighbours regards privacy. The proposed reduction in the required landscaped open space from 35% to 25% is minimal in nature and will not impact the neighbouring developments. A minimum 2m landscape strip will be provided along the west property line with enhanced plantings and landscaping to further help buffer the proposed development from the existing low-profile dwellings along Buckingham Drive. The proposed development will provide the required parking on site in the rear of the proposed building.
2.2 General Guidelines for all Development		
2.2.1	The relationship between buildings through placement on the lot is important to ensure a consistent neighbourhood 'feel' and to define and frame the street while imparting the sense of openness and enclosure.	The proposed 4-storey multiple dwelling building is positioned with the building side (north and south) façades facing Adstoll Avenue and the parking lot to the rear of the building. Although the primary building façade

INTENSIFICATION POLICY	POLICY	RESPONSE
	The Zoning By-law establishes clear regulations for front yard setbacks and interior/exterior side yard setbacks. The objectives of the Urban Design Guidelines in directing the relationship of the building to lot lines are to: • Maintain consistent spacing between dwellings; and, • Allow a measure of privacy between neighbours by providing space for light and landscaping. 1. Consider building placement and siting on a property in relation to the street and the property's neighbours to reinforce the positive characteristics of the existing streetscape. 2. Ensure the scale of Low Profile buildings is compatible and sensitively integrated with residential buildings in the immediate vicinity in terms of building mass, height, setbacks, orientation, privacy, landscaping, shadow casting, accessibility, and visual impact. 3. Locate dwellings close to the street edge to frame the streetscapes, however, this will depend on the setbacks to houses on either side of the site. 4. Maintain consistent front yard setbacks along the street. New development should have a set back equal to the predominant setback (70%+) on the street (+/- 1.0m), or a distance that is the average of those on either side of the development site (+/- 1.0m). 5. Provide side yard setbacks that reflect those of adjacent homes, or are the average distance of those on either side of the development, in accordance with existing zoning standards, to a minimum of 1.2 metres.	does not front directly onto the Adstoll Avenue right-of-way, the south facing façade will be designed to complement and enhance the streetscape. This orientation optimizes site functionality and promotes sustainable development by efficiently utilizing space. The site plan incorporates surface parking, dedicated bicycle spaces, and pedestrian pathways, supporting accessible site circulation. These features provide connections to the surrounding street network and the nearby transit stop along Tecumseh Road East, fostering a multimodal and inclusive approach to site access. The proposed building is located along Adstoll Avenue, as the required front yard setback and towards the east side of the parcel in order to respect the rear yard privacy and concerns of the existing neighbours along Buckingham Drive. The proposed 4-storey building has been positioned approximately 3.9m from the east property line in order to maintain the largest possible setback from the existing home on the west side. The proposed building is situated with a 7.5m western side yard setback to provide a modest buffer between the rear yards of the low-profile residential development fronting onto Buckingham Drive. The proposal considers the view from the rear yards of the low-profile residential homes along Buckingham Drive with a building orientation that

INTENSIFICATION POLICY	POLICY	RESPONSE
	6. Consider rear yard privacy issues when extending a home towards the rear property line or building a new dwelling by: a. Minimizing extensions beyond the adjacent dwellings rear wall; b. Limit direct conflict with new windows on the side elevations with existing windows on the abutting building; c. Minimizing the location of second floor balconies on rear and side elevations or providing privacy screening on the side of the balcony; and, d. Providing fencing that effectively screens the rear amenity and minimizes its exposure to/ from adjacent properties, where appropriate.	is setback towards the eastern property boundary. A landscaped buffer with trees is also proposed along the western property boundary to provide screening of the parking lot area.
2.2.3	For Low Profile apartments, locate visitor parking, loading, and service areas in areas of low public visibility in side or rear yards and set back from the front facade of the building.	The proposed development locates visitor parking, loading, and service areas towards the rear yard of the Subject Site to reduce visibility from Adstoll Avenue and adjacent residential areas.
2.2.4.3	Include landscaped areas in front of buildings that provide a transition from private to public areas. A minimum of 50% of the front yard zone should include soft landscaping areas (nonpaved areas supporting grass, groundcovers, trees and/ or shrubs).	Landscaped areas are located in front of the proposed building along Adstoll Avenue. The only paved areas will include the sidewalk and the main access driveway.
2.2.4.8	Screen the parking lots of apartments from abutting residents and street view through the use of landscape buffers and/or fencing that is consistent with the building's architectural style.	The parking lot will be located to the rear of the proposed building and therefore not directly visible from Adstoll Avenue.
3.3.2 Access, Parking, and Servicing		
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.	The proposed layout efficiently optimizes the site's constraints by developing the rear of the site only and providing driveway access along

INTENSIFICATION POLICY	POLICY	RESPONSE
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.	Adstoll Avenue, removing any concern for cut through traffic. The visual impact of parking and service areas is minimized by locating these functions to the rear of the proposed building, away from direct street view and maintaining a cleaner streetscape.
3.3.2.2	Provide a variety of parking options, including on-street parking, structured parking, and screened at-rear parking courtyards. Avoid the use of large surface parking areas, where possible.	The plan integrates screened surface parking situated to the rear of the proposed residential building. This aligns with the goal of reducing the appearance of large surface parking areas along streetscapes.
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 right-of-way to reduce visual impacts. Along Buckingham Drive, most adjacent residential properties have existing privacy fences enclosing their rear yards. A fence is also present along the property line abutting the school. These existing features, 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.
3.3.2.7	Avoid vehicular site access from higher order roads. Provide access from local roads or rear lanes where possible.	The site's configuration allows for vehicular access from Adstoll Avenue. This strategically placed access point is designed to ensure efficient and safe site circulation.
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.	

INTENSIFICATION POLICY	POLICY	RESPONSE
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 area is located to the rear of the proposed residential building 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 will be provided and are strategically located near building entrances and pedestrian pathways to ensure convenience and accessibility.
3.3.3 Landscaping		
3.3.3	Landscaping design should reinforce the structure of the site with a focus on creating a 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 exiting low density established areas. Buffers serve to minimize any noise, light, and visual impacts associated with denser and more urban developments.	The proposed development, while subject to further refinement during site 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.
3.4.1 General Guidelines		
3.4.1.1	Concentrate the greatest heights and massing along the frontage of an Arterial or Collector Road.	The proposed development aligns with urban design principles by concentrating its greatest height and massing along the frontage of Adstoll Avenue, which is a local road, ensuring that the scale of the building complements its context. The massing of the 4-storey residential building 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
3.4.1.2	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.	
3.4.1.6	Ensure new development is compatible with adjacent and neighbouring development by siting and massing new buildings to avoid undue adverse impacts on adjacent	

INTENSIFICATION POLICY	POLICY	RESPONSE
	properties particularly in regard to adequate privacy conditions for residential buildings and their outdoor amenity areas.	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.