

PLANNING RATIONALE REPORT

OFFICIAL PLAN AMENDMENT AND ZONING BY-LAW AMENDMENT FOR PROPOSED MIXED USE DEVELOPMENT

"Peabody Lofts"

**1880 Assumption Street,
City of Windsor, Ontario**

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1.0 INTRODUCTION

I have been retained by Designatlier on behalf of Radical Capital Management Inc. (herein the "Applicant"), to provide a land use Planning Rationale Report (PRR) in support of a proposed mixed use development for property located at 1880 Assumption Street (herein the "Site") in the City of Windsor, Province of Ontario.

The Site is within the Walkerville Planning District (Ward 4).

The Site is located on the north side of Assumption Street, between Chilver Road and Devonshire Road.

There currently is a 1,500 m² existing commercial building, a 120 m² accessory structure and an asphalt parking area on the Site, which is proposed to be removed.

The Applicant is proposing to develop the Site for mixed use, including commercial on the main floor and residential above.

The proposed development is called the "Peabody Lofts".

A new combined use building is proposed to be constructed, having 19 storeys + penthouse, consisting of 204 dwelling units, 477.71 m² of commercial/retail space and 285 parking spaces (3 level parking garage).

The tenure of the units will be individually owned.

Vehicle access will be from Assumption Street.

The Site has access to full municipal services.

Stage 1 pre-consultation (City File PC-073/24) was completed by the Applicant. Comments dated November 29, 2024, were received and have been incorporated into the proposed application.

Stage 2 pre-submission (City File PC-091/25) was completed by the Applicant. Comments dated November 14, 2025 (and revised on April 22, 2026), were received and have been incorporated into the proposed application.

An application for an Official Plan Amendment (OPA) and an application for a Zoning By-law Amendment (ZBA) are required in order to permit the proposed development, in addition to the required support studies.

It is recommended that the Site be placed in a Holding (H) category until such time as the Record of Site Condition (RSC) has been completed.

Once the ZBA application is approved, the Applicant will apply for Site Plan Control (SPC) approval prior to any site alterations or building permits being issued.

The purpose of this report is to review the relevant land use documents, including the Provincial Planning Statement (PPS) 2024, the City of Windsor Official Plan (OP) and the City of Windsor Zoning By-law (ZBL) as they pertain to the OPA and ZBA applications.

This PRR will demonstrate that the proposed development is consistent with the PPS, conforms with the intent and purpose of the OP and ZBL, and represents good planning.

2.0 SITE AND SURROUNDING LAND USES

2.1 Legal Description, Ownership and Previous Use

The Site has been owned by Radical Capital Management Inc. since 2023.

The Site is within the Walkerville Planning District (Ward 4).

The Site is located on the north side of Assumption Street, between Chilver Road and Devonshire Road (see the area in **yellow** in the Key Map on Figure 1a).

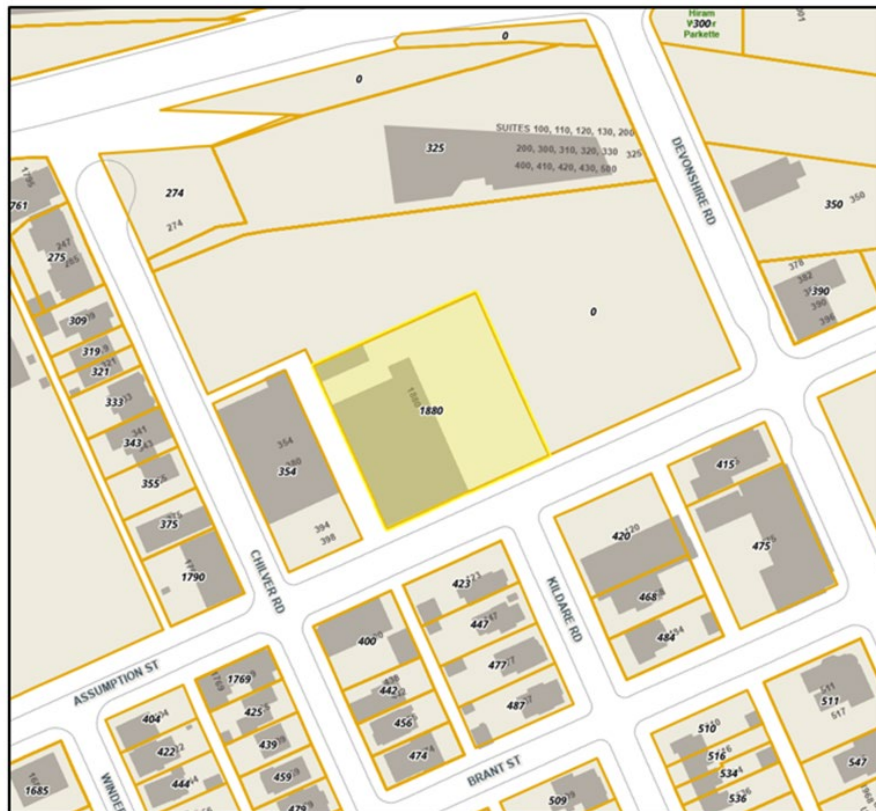


Figure 1a – Key Map (Source: City of Windsor GIS)

Since 2023, the site has occupied a commercial office building and a parking lot. As such, the most current land use is commercial; however, the site has historically been used for industrial operations.

The Site is legally described and locally known as follows:

Address	ARN	Legal	PIN
1880 Assumption Street, City of Windsor, Province of Ontario	020-010-04700	PT BLK A PL 211 SANDWICH EAST AS IN R656925; WINDSOR; S/T EASEMENT OVER PT 2 PL 12R-20841 AS IN CE54946	01134-0147 LT

2.2 Physical Features of the Site

2.2.1 Size and Site Dimension

The Site consists of a total area of 3,723.08 m² or 0.37 ha.

The Site is a square-shaped interior parcel of land with frontage of 60.96 m along Assumption Street and a depth of 60.96 m (see street view of Site on Figure 1b).



Figure 1b – Street View, from Assumption Street (Source: Pilon Abbs Inc.)

2.2.2 Vegetation and Soil

The Site currently has a maintained lawn with landscaping.

Soil is made up of Brookston Clay Loam (Bcl).

2.2.3 Topography and Drainage

The Site is flat and is outside the limit of the regulated area of the Essex Region Conservation Authority (ERCA).

The Site is part of the Windsor Area Drainage.

The Site is not impacted by the source water protection, Event Based Area (EBA).

2.2.4 Other Physical Features

There is an alleyway located to the west of the Site.

There is an existing single driveway.

2.2.5 Municipal Services

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

The closest fire hydrant is located at the corner of Assumption Street and Kildare Road.

Streetlights and sidewalks (both sides) are located along Assumption Street.

Assumption Street is a 2-way east-west local roadway.

The Site is close to major transportation networks, including Riverside Drive, Wyandotte Street East and Walker Road.

The Site has access to transit, with the nearest bus stops (350 m) located at the corner of Lincoln Road and Assumption Street (Stop ID: 1907, Bus #8).

2.2.6 Nearby Amenities

There are several schools close to the Site, including King Edward Public School, Frank W. Begley Public School and Walkerville Collegiate Institute.

There are many parks and recreation opportunities in proximity to the Site, including Walkerville Jubilee Park and Willistead Park.

There are nearby commercial uses, such as food service, personal service shops, and retail.

There are also nearby employment lands, places of worship, libraries and local/regional amenities.

2.3 Surrounding Land Uses

Overall, the Site is located in an established area with a mix of residential, manufacturing and commercial uses.

The Site is located within the Walkerville Planning District (Ward 4), with mixed residential, commercial, and employment areas east of downtown Windsor.

The neighbourhood is characterized by remnant industrial, commercial, and institutional buildings to the north and east. The area south of Assumption Street is predominantly residential and includes 2-2.5-storey homes with late-19th and early 20th century character.

The Site acts as a buffer between the residential and commercial area to the southeast and the employment area to the northwest.

A site visit was conducted on February 6, 2025, by Pillon Abbs Inc.

North – The lands to the north of the Site are currently vacant. Beyond this area, the lands are used for commercial purposes (see Photo 1 - North).



Photo 1 – North (Source: Pillon Abbs Inc.)

East – The lands directly to the east of the Site are currently vacant (see Photo 2 – East).



Photo 2 – East (Source: Pillon Abbs Inc.)

South – The lands directly to the south of the Site are used for commercial and residential purposes (see Photos 3 - South).





Photos 3 – South (Source: Pillon Abbs Inc.)

West – The lands directly to the west of the Site are used for commercial and manufacturing purposes (see Photo 4 – West).



Photo 4 – West (Source: Pillon Abbs Inc.)

3.0 PROPOSAL AND CONSULTATION

3.1 Development Proposal

There currently is a 1,500 m² existing commercial building, a 120 m² accessory structure and an asphalt parking area on the Site, which is proposed to be removed.

The Applicant is proposing to develop the Site for mixed use, including commercial on the main floor and residential above.

The proposed development is called the "Peabody Lofts".

A new combined use building is proposed to be constructed, having 19 storeys + penthouse consisting of 204 dwelling units, 477.71 m² of commercial space and 285 parking spaces (3 level parking garage).

A concept plan has been prepared (see Figure 2a – Concept Plan, First Floor).

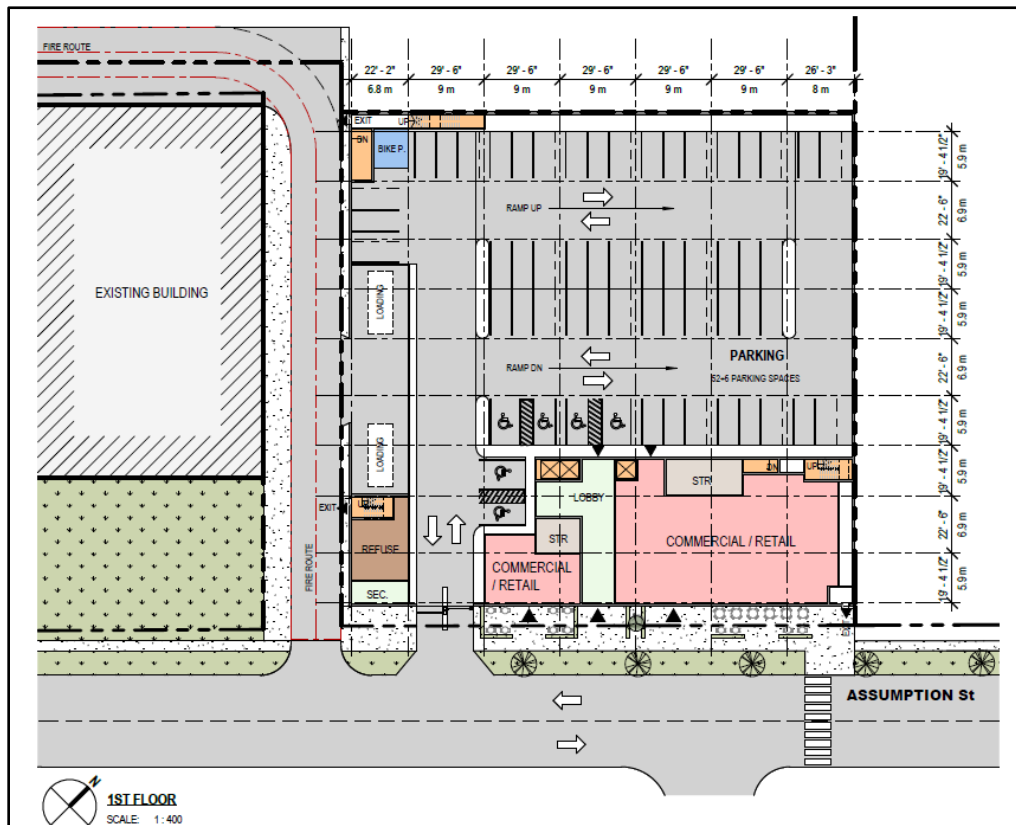


Figure 2a – Concept Plan, First Floor

The concept plan is conceptual and illustrates the preliminary proposed lot layout. The final design will be addressed during SPC approval.

The proposed building will occupy 3,699.99 m² (0.37 ha) of the Site.

The height of the building is proposed to be 67 m (19 storeys + penthouse).

The L-shaped building includes a podium base built across the extent of the Site, with stepbacks.

Commercial/retail units are proposed along the Assumption Street frontage, on 2 storeys.

Parking, loading, and servicing areas are contained within the building footprint.

The tenure of the units will be individually owned.

The proposed dwelling will face toward Assumption Street.

Elevations have been prepared (see Figure 2b – Elevation, North).



Figure 2b – Elevation, North

The elevations are conceptual and illustrate the proposed building from the ground level. The final design will be addressed during SPC approval.

The final design will be addressed during SPC approval.

Based on the area of the Site (0.37 ha) and the number of proposed residential dwelling units (204), the proposed development will result in a gross density of 551.35 units per hectare (uph).

The tenure of the units will be individually owned.

Landscaping and amenity space will be provided, including a rooftop swimming pool, green space and private balconies.

The building will include elevators, a lobby, a mailroom, a mechanical room and seating areas.

Vehicle access to the parking garage is from a two-way access area on Assumption Street.

Parking area will include barrier free, electronic vehicle (EV), loading, visitor and bicycle spaces.

The refuse (garbage and recycling) will be located on-site.

The proposed development will be serviced by full municipal infrastructure, including water, storm and sanitary sewer.

3.2 Public Consultation Strategy

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

As part of a public consultation strategy, in addition to the statutory public meeting, an informal hybrid (electronic and in-person) public open house was held with area residents and property owners on Thursday, February 6, 2025, from 6:00 pm to 7:00 pm on-site at 1880 Assumption Street and via Zoom.

The open house provided members of the public with opportunities to review and comment on the proposed development.

A total of **141** owners and tenants were notified, which represents a **200 m** radius from the Site.

In addition to the applicant representatives and City Staff, 23 residents attended the open house in person and 1 electronically.

Email and phone call comments were also received.

The following is a summary of the comments and questions received, along with the responses provided.

Topic Item	Comments and Questions	Response
Developer Information	Who is the Developer? What else have they built?	Radical Development, a family-run business in the local area, is the developer. They have not been built before, but they will use a local builder.
Support Studies	Who will review the listed support studies?	The various City departments will review all the support studies.
Heritage District	The site is located in a Heritage District. The study is in progress. This will overwhelm the area. This is the lease likely location for this type of development. Has the City commented on the proposal based on heritage? The former train station was located nearby, and nothing had been done to preserve it.	It was confirmed that the site is not within a district, but within a heritage area. Once the Heritage District Study is completed, the Site will be subject to any new policies or guidelines. As part of the Stage 1 review, the City has confirmed that the site is located near heritage properties, and a UDS and HIA are required.
Density, Height and Scale	It is too high. Can it be harmonious with its surroundings? This is something that should be built in Toronto.	Design will be key. Step backs are proposed. Treatment, transition and layering will be addressed. There are only 2 roadways that abut the Site. Compatibility will be reviewed.
Parking	Why not put it all underground? There is not enough parking proposed. It should be more than the required minimum.	Economics plays a factor in the location of the parking. 1.25 units are proposed. EV parking will be provided.
Zoning	Will the entire area be rezoned?	No, this is a site specific amendment and only applies to the subject lands.

Topic Item	Comments and Questions	Response
Surrounding Area	Is there more development in the area? How will this blend with the new development? What is the 25 year vision for the area?	Developers in the area are speaking to each other. All new developments are subject to the same PPS and OP policies.
Mature Neighbourhood	What is it? Progress needs to be supported.	Mature Neighbourhood is defined in the City of Windsor OP as an established area.
Tenure and Price of Units	Apartments are okay if they are condo-owned.	Tenure is to be determined. The price of the units will be high-end. The goal is a condominium.
Bicycles	More is needed. You should have 200 bicycle parking spaces. This is a very active area with many cyclists.	Spaces are currently provided. The final amount is to be determined. More storage can be provided,
Property Values	How will this impact our property values?	Property values can either increase or decrease.
Traffic	An increase is expected.	A TIS will be prepared.
Design	The building is just an apartment sitting on a parking podium with commercial space. There is a need for more housing, but the design of the proposed development should be respected.	The building is only conceptual. Final design will be subject to SPC review by the City.
Safety	There is a concern with kids in the area walking the streets at night going from bar to bar.	This is an issue to be addressed by the police.
Construction	How long will it take to construct this development?	It could be 1-2 years.
Infrastructure	How will services be designed? Is there capacity?	A FSR will be prepared.

Topic Item	Comments and Questions	Response
		There is an alley beside the site which has some underground services.
Location	Why not build it along the waterfront with the other apartments?	The PPS and OP encourage a mix of building types and sizes in all areas of the City.

4.0 PROPOSED APPLICATIONS AND STUDIES

Stage 1 pre-consultation (City File PC-073/24) was completed by the Applicant. Comments dated November 29, 2024, were received and have been incorporated into the proposed application.

Stage 2 pre-submission (City File PC-091/25) was completed by the Applicant. Comments dated November 14, 2025 (and revised on April 22, 2026), were received and have been incorporated into the proposed application.

Applications for an Official Plan Amendment (OPA) and a Zoning By-law Amendment (ZBA) are required in order to permit the proposed development, in addition to required support studies.

The following is a summary of the purpose of the required applications and the support studies.

4.1 Official Plan Amendment

A site specific application for an Official Plan Amendment (OPA) is required in order to permit the proposed development.

The lands are designated "Mixed Use Corridor" according to Schedule "D – Land Use" attached to the OP for the City of Windsor

It is proposed to further amend the existing "Mixed Use Corridor" land use designation to permit the proposed combined use buildings.

The purpose of the amendment is to allow for an increase in height.

Further analysis and additional information are provided in Section 5.1.2 of this PRR.

4.2 Zoning By-law Amendment

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

The Site is currently zoned "Manufacturing District 1.4 (RD2.2)" on Map 6 of the City of Windsor Zoning By-law 8600.

The Site is also subject to Section 267, which restricts front yard parking space in any existing front yard.

It is proposed to change the zoning of the Site to "Commercial District 2.2 (CD2.2)" in order to permit the combined use building.

All CD2.2 zone provisions shall comply with the exception of certain zoning provisions (ie height and loading spaces).

It is recommended that the Site be placed in a Holding (H) category until such time as the RSC has been completed.

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

4.3 Other Applications

Once the OPA and ZBA applications are approved, and prior to any construction or site alterations, the proposed development will be subject to Site Plan Control (SPC) approval, which involves a technical review and includes details such as signage, drainage, landscaping, and lighting.

4.4 Supporting Studies

The following supporting studies have been completed as part of this PRR in support of the application for the zoning amendment.

4.4.1 Archaeology

A Stage 1 -2 Archaeological Assessment was prepared by AMICK, dated June 13, 2025.

The purpose of the report is to assess whether the Site had any archaeological potential.

The entire Site was assessed.

It was concluded that no archaeological resources were encountered and that no further assessment is warranted.

All reports have been filed with the Ministry (MCM File Number 0023129).

4.4.2 Servicing

A Functional Servicing Report (FSR) was prepared by D.C. McCloskey Engineering Ltd., dated July 4, 2025 and further amended on February 23, 2026 (and further revised on August 11, 2026).

The purpose of the report is to assess the proposed demand on municipal services from the proposed development.

Water, wastewater and stormwater were assessed.

It was concluded that the proposed development will not have a measurable impact on municipal infrastructure.

4.4.3 Heritage

A Heritage Impact Study (HIS) was prepared by MHBC, dated June 24, 2025 and further amended on February 5, 2026.

The Site is not listed (non-designated) or designated on the City of Windsor's Municipal Register of Properties of Cultural Heritage Value or Interest. The Site is not located within a Heritage Conservation District designated under Part V of the OHA.

The purpose of the report is to assess the impact of the proposed redevelopment upon the subject property as it relates to the Walkerville Heritage Area and the Mature Neighbourhood Area and potential impacts to 4 nearby listed (non-designated) and 4 designated Protected Heritage Properties.

However, the Site is located within the Walkerville Heritage Conservation District Study area and has been identified as being within the potential boundary of Sub-Area 1 (Distillery).

The study included an analysis of shadows, isolation, obstructions and land disturbances.

The HIS addresses the increase in the height of the proposed combined-use building.

It was concluded that no adverse impacts are anticipated as a result of its proposed development.

The proposed development incorporates several design elements that reference the heritage context of the neighbourhood.

4.4.4 Noise

A Road/Rail Traffic and Stationary Noise Impact Study was prepared by JJ Acoustic Engineering Ltd., dated June 10, 2025.

The purpose of the report is to assess the potential environmental noise impact from road/rail traffic noise.

It was concluded that the potential environmental impact of noise from road/rail traffic is significant.

The following recommendations were made:

- Requirement for central air-conditioning,
- Noise warning clause, and
- Special building components.

4.4.5 Soil

A Phase One Environmental Site Assessment was prepared by CT Soils and Materials Engineering Inc., dated August 22, 2025.

The purpose of the report is to review environmental concerns, including soil and groundwater conditions.

It was concluded that a Phase Two assessment was required.

A Phase Two Environmental Site Assessment was prepared by CT Soils and Materials Engineering Inc., dated August 26, 2025.

It was concluded that additional environmental site assessment and remedial work will be required to address soil impacts.

Given that the site will be redeveloped with a more sensitive land use (residential), the filing of an RSC in accordance with Ontario Regulation 153/04 (O.Reg.153/04), as amended, is a mandatory requirement and will be filed with the Ministry.

It is recommended that the Site be placed in a Holding (H) category until such time as the RSC has been completed.

4.4.6 Traffic

A Traffic Impact Study (TIS) was prepared by RC Spencer Associates Inc., dated May 2025 and further amended dated December 2025.

The purpose of the report is to measure the potential impact of the proposed development on area traffic operations.

The assessment also included sight line analysis.

It was concluded that there is sufficient sight distance in both directions for safe egress from the Site.

Further, the proposed development will not adversely impact area traffic operation, and no improvements are required at area intersections.

4.4.7 Urban Design Study

An Urban Design Study (UDS) was prepared by MHBC, dated June 2025 and further amended dated February 2026.

The purpose of the report is to analyze the proposed design features as they relate to the applicable urban design policies and guidelines.

The report included an assessment of the site design, circulation, public realm, landscaping and compatibility.

The UDS addresses the increase in the height of the proposed combined-use building.

It was concluded that the proposed development incorporates a high level of urban design through the following:

- Providing a street-oriented, low-rise podium that creates an active streetscape along Assumption Street;
- Utilizing stepbacks, material changes, and an L-shaped building form to avoid impacts on the surrounding residential neighbourhood;
- Prioritizing active transportation and screening parking and servicing areas within the building podium;
- Integrating into the Walkerville Heritage Area through the preliminary material palette and design details;
- Contributing to the Mixed Use Corridor through a compact building typology and sustainable use of land.

It was further noted that the proposed development represents good urban design.

4.4.8 Shadow

A Shadow Study was prepared by Architecttura, dated February 2, 2025.

The purpose of the study is to assess the impacts on the abutting lands from the proposed development.

According to the Sun Path & Shadow, shadows will be cast from the west to the east as the sun moves across the sky. The proposed development will cast shadows on 341-343 Chilver Road before 12 pm and on the Walker Power Building (325 Devonshire Road) in the afternoon/evening.

These shadows will not have any impact on any identified cultural heritage attribute of these properties, such as a garden or natural feature, which would be impacted by the availability of sunlight.

5.0 PLANNING ANALYSIS

5.1 Policy and Regulatory Overview

5.1.1 Provincial Planning Statement

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

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

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

PPS Policy #	Policy	Response
Chapter 1 - Vision	Ontario will increase the supply and mix of housing options, addressing the full range of housing affordability needs. Every community will build homes that respond to changing market needs and local demand. Providing a sufficient supply with the necessary mix of housing options will support a diverse and growing population and workforce, now and for many years to come. A prosperous and successful Ontario will also support a strong and competitive economy that is investment-ready and recognized for its influence, innovation and diversity. Ontario's economy will continue to mature into a centre of industry and commerce of global significance. Central to this	The proposed development provides more housing and commercial opportunities.

PPS Policy #	Policy	Response
	success will be the people who live and work in this province.	
Chapter 2.1.4 – Buildings Homes, Sustaining Strong and Competitive Communities	To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall: a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.	The proposed development will support the goal of providing a mix of housing options and densities to meet the needs of the City. Full municipal services are available.
2.1.6	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 child care facilities, longterm 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	The proposed development is consistent with the policy to achieve complete communities. The proposed development will provide for more housing and commercial opportunities. The Site has access to transportation options, public service facilities, other institutional uses, and parks. Accessibility will be addressed at the time of a building permit.

PPS Policy #	Policy	Response
	by addressing land use barriers which restrict their full participation in society;	
2.2.1 - Housing	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 wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which	The proposed development is new housing for the area. The proposed development supports the City's targets. The needs of the residents can be accommodated as the Site is located near local amenities. The Site offers an opportunity for intensification and infilling. The proposed density is appropriate for the Site. Residents will have access to nearby transit. The commercial space will provide for the needs of the residents.

PPS Policy #	Policy	Response
	results in a net increase in residential units in accordance with policy 2.3.1.3; 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.	
2.31.1 – Settlement Area	Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.	The Site is located in the existing settlement area of the City of Windsor.
2.3.1.2	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	The total density of the proposed development is considered appropriate. The Site offers an opportunity for infilling by creating new residential dwelling units and commercial space. The proposed height and massing of the dwellings will blend with the existing residential uses in the area. The Proposed Development utilizes a base-middletop design for its podium and building.

PPS Policy #	Policy	Response
		The two-storey podium base includes a tall parapet to read as three storeys. This height aligns with the surrounding low-rise typologies and frames the streetscape along Assumption Street. Residents will have immediate access to shopping, employment, transit, active transportation, recreational areas and institutional uses. Transit is available for the area. Active transportation is available in the area.
2.3.1.3	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 proposed development provides an infill opportunity. The design of the proposed development has provided a compact form.
2.3.1.4	Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.	The City has established targets. The proposed development will assist in meeting those targets as the Site is located in an existing built-up area and will add new residential housing.
2.3.1.6	Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within	The Site has access to existing infrastructure and nearby public service facilities.

PPS Policy #	Policy	Response
	designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.	
2.8.1.1 – Employment	Planning authorities shall promote economic development and competitiveness by: a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs; b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses; c) identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment; d) encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and e) addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses.	The proposed development will support the need to provide more employment opportunities in the area. The Site is suitable for commercial uses to help service the needs of the residents living in the buildings and in the surrounding area. The proposed development is compatible with the area, compact and is located in a mixed use building. There are no anticipated concerns with the proposed commercial use and its surroundings.

PPS Policy #	Policy	Response
2.8.2.1 – Employment Areas	Planning authorities shall plan for, protect and preserve employment areas for current and future uses, and ensure that the necessary infrastructure is provided to support current and projected needs.	The City has designated the Site in the OP for mixed use development.
Chapter 3.1.1 – Infrastructure and Facilities	Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs.	The proposed development has access to full municipal services. There are nearby public service facilities.
3.3.3 - Transportation	Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.	The proposed development will not have a negative impact on nearby transportation and infrastructure corridors. A TIS has been completed and is summarized in Section 4.4.6 of this PRR.
3.5.1 – Land Use Compatibility	Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.	Compatibility has been taken into consideration in the development of the Site. The L-shaped building, setbacks, and material palette create a design that is compatible with the adjacent uses. Support studies have been completed to identify any mitigation measures (ie noise, soil, etc).
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	The proposed development will be serviced by municipal sewer, water and storm, which is the preferred form of servicing for settlement areas.

PPS Policy #	Policy	Response
	and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.	A FSR has been provided and summarized in Section 4.4.2 of this PRR.
4.1.1 – Natural Heritage	Natural features and areas shall be protected for the long term.	There are no natural heritage features that impact the Site.
4.2 - Water	Planning authorities shall protect, improve or restore the quality and quantity of water by: b) minimizing potential negative impacts, including cross-jurisdictional and cross-watershed impacts;	A FSR has been provided and summarized in Section 4.4.2 of this PRR.
4.6.1 – Cultural Heritage	Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.	The required support studies have been completed for both archaeology and heritage and summarized in Section 4.4 of this PRR. The proposed development incorporates several design elements that reference the heritage context of the neighbourhood.
4.6.3	Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved.	The subject property is not currently listed (non-designated) and is not considered a Protected Heritage Property under the PPS. Adjacent lands have been assessed.
4.6.5 – Engagement	Planning authorities shall engage early with Indigenous communities and ensure their interests are considered when identifying, protecting and managing archaeological resources, built heritage	Engagement has been included.

PPS Policy #	Policy	Response
	resources and cultural heritage landscapes.	
Chapter 5.1.1 – Protecting Public Health and Safety	Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.	There are no natural or human-made hazards that apply to this Site. There is no risk to the public. The Site is outside the ERCA regulated area.

Therefore, the proposed development is consistent with the PPS.

5.1.2 Official Plan

The City of Windsor Official Plan (OP) was adopted by Council on October 25, 1999, approved in part by the Ministry of Municipal Affairs and Housing (MMAH) on March 28, 2000, and the remainder approved by the Ontario Municipal Board (OMB) on November 1, 2002. Office consolidation version is dated September 7, 2012.

The OP implements the PPS and establishes a policy framework to guide land use planning decisions related to development and the provision of infrastructure and community services throughout the City.

The lands are designated "Mixed Use Corridor" according to Schedule "D – Land Use" attached to the OP for the City of Windsor (see Figure 4 –OP).

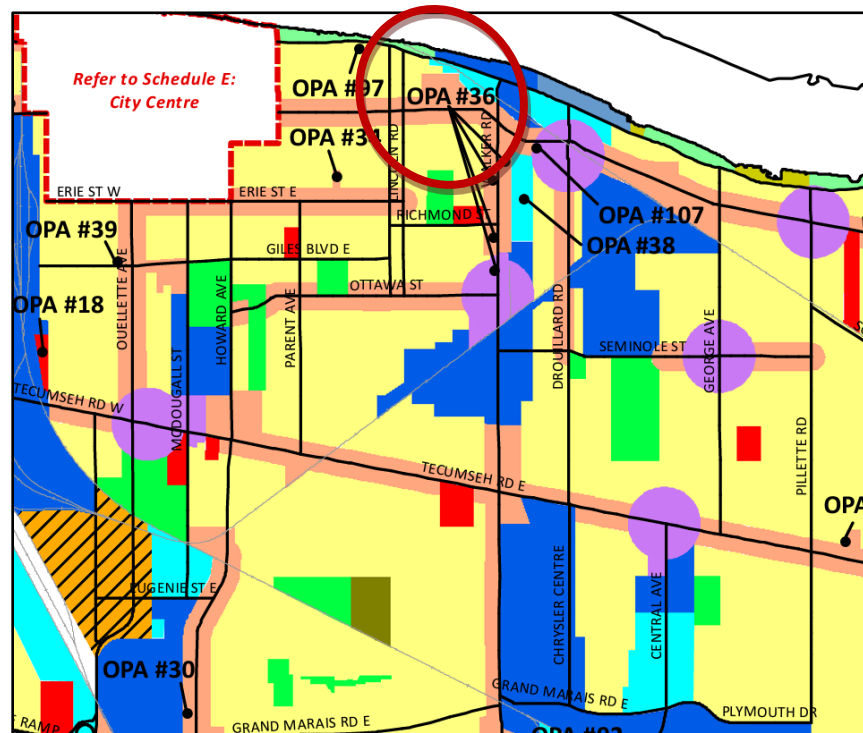


Figure 4 –OP

The Site is also subject to the following:

- Schedule A: Planning Districts & Policy Areas - "Walkerville".
- Schedule A-1: Special Policy Areas – located within a "Mature Neighbourhood"; Devonshire Road is designated a "Traditional Commercial Street"
- Schedule B: Greenway System – Devonshire is designated as a "proposed recreationway"
- Schedule C: Development Constraint Areas – Rail Yard (east +/- 50m)
- Schedule C-1: Archaeological Potential – "Archaeologically Sensitive Area (ASA)"
- Schedule F: Roads & Bikeways - Assumption Street is designated as a Local Road
- Schedule F-1: Railways/Rail Corridors and Railyards – located to the east (+/-50m)
- Schedule G: Civic Image – Located within a "Heritage Area"

It is proposed to further amend the existing "Mixed Use Corridor" land use designation to permit the proposed combined use buildings.

The purpose of the amendment is to allow for an increase in height.

The following provides a summary of the key policy considerations of the OP as it relates to the proposed development.

OP Policy #	Policy	Response
3.1 - Vision	The planning of Windsor's future is guided by the following vision taken from Dream Dare Do – The City of Windsor Community Strategic Plan: "Windsor is a quality city full of history and potential, with a diverse culture, a durable economy, and a healthy environment where citizens share a strong sense of belonging and a collective pride of place."	The proposed development will support the City's economy by providing a mixed use building with commercial and residential uses in an existing built-up area. Overall, the Site is in an existing settlement area that is in transition from low profile to high profile. The area has a mix of land uses.
3.2 – Growth Concept	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.	The proposed development provides a use that supports pedestrian orientations and public transit due to its location in an existing built-up area. The podium also creates a continuous street wall along Assumption Street, which contributes to a sense of enclosure.
3.2.1.2 – Housing Variety	Encouraging a range of housing types will ensure that people have an opportunity to live in their neighbourhoods as they pass through the various stages of their lives.	The proposed residential development supports one of the City's overall development strategies of providing for a range of housing types. The proposed development is close to transit and local amenities.
3.2.3.1 – Transportation System	Windsor will work toward achieving a sustainable transportation system where all modes of transportation can play a more balanced role.	The intent is to construct a mixed use building in an existing built-up area.

OP Policy #	Policy	Response
	The creation of mixed use and employment centres will allow businesses and services to be closer to homes and allow greater opportunities for walking, cycling and transit.	This allows residents to easily access amenities, employment and public transit.
4.0 – Healthy Community	The implementing healthy community policies are interwoven throughout the remainder of the Plan, particularly within the Environment, Land Use, Infrastructure and Urban Design chapters, to ensure their consideration and application as a part of the planning process.	The proposed development will support the City's goal of promoting a healthy community (live, work and play). The proposed development is close to nearby transit, employment, shopping, local/regional amenities, and parks.
5.0 - Environment	A healthy and sustainable environment represents a balance between human activities and natural features and functions. In order to attain this balance, Council will enhance the quality of Windsor's natural environment and manage development in a manner that recognizes the environment as the basis of a safe, caring and diverse community and a vibrant economy.	The proposed development will support the City's goal of a healthy and sustainable environment. The Site is flat, which is conducive to easy vehicular movements. The Site will include new sidewalks, which will connect the building to the municipal r-o-w. There are no anticipated traffic concerns, no environmental concerns, and no expected hazards.
6.0 - Preamble	A healthy and livable city is one in which people can enjoy a vibrant economy and a sustainable healthy environment in safe, caring and diverse neighbourhoods. In order to ensure that Windsor is such a city, Council will manage development through an approach which	The proposed development supports the policy set out in the OP as it is suited for the residential and commercial needs of the City.

OP Policy #	Policy	Response
	balances environmental, social and economic considerations.	
6.1 - Goals	In keeping with the Strategic Directions, Council's land use goals are to achieve: 6.1.1 Safe, caring and diverse neighbourhoods. 6.1.3 Housing suited to the needs of Windsor's residents. 6.1.5 Convenient and viable areas for the purchase and sale of goods and services. 6.1.10 Pedestrian oriented clusters of residential, commercial, employment and institutional uses.	The proposed development supports the goals set out in the OP as it provides for residential and commercial uses that are suited to residents in this area of Windsor.
6.2.1.2 – Types of Development Profile	For the purpose of this Plan, Development Profile refers to the height of a building or structure. Accordingly, the following Development Profiles apply to all land use designations on Schedule D: Land Use unless specifically provided elsewhere in this Plan: (a) Low Profile developments are buildings or structures generally no greater than three (3) storeys in height; (b) Medium Profile developments are buildings or structures generally no greater than six (6) storeys in height; and (c) High Profile developments are buildings or structures generally no greater than fourteen (14) storeys in height.	The proposed development is considered greater than a high profile building as 19 storeys + penthouse is proposed. A site-specific OPA is being requested to allow for an increase in the height. The proposed 19-storey + penthouse building exceeds the 14-storey maximum height permitted within the High Profile designation; however, the additional height is justified based on a combination of policy alignment, site characteristics, and broader public-interest benefits. The proposed height supports efficient land use and contributes meaningfully to

OP Policy #	Policy	Response
		meeting intensification and housing supply targets. The Site has unique characteristics, such as depth, width, separation from low-rise neighbourhoods, and adjacency to major roads, that allow it to accommodate additional height without creating adverse impacts.
6.5.3.1 – Mixed Use Corridor	Uses permitted in the Mixed Use Corridor land use designation are primarily retail, wholesale store and service oriented uses and, to a lesser extent, office uses. Medium and High Profile residential uses either as standalone buildings or part of a commercial-residential mixed use buildings shall be throughout the Corridors.	High Profile is proposed and is part of the OPA. The Site's location within an identified intensification area makes it an appropriate candidate for height beyond the baseline maximum. The building's massing transitions appropriately to adjacent uses, ensuring compatibility despite the increased height. The development will be designed with a pedestrian orientation and foster a distinctive and attractive area identity. The design will address compatibility. It will take into consideration a transition between land uses.
6.5.3.3 - Street Presence	Council will encourage Mixed-Use Corridor development to provide a continuous street frontage and presence. Accordingly, development along a Mixed-Use Corridor shall be:	The proposed 19 storeys + penthouse (67 m) achieves compatible development and provides an appropriate transition from the surrounding lower-scale neighbourhood through a combination of

OP Policy #	Policy	Response
	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, or Class II Collector Road. The height of buildings shall generally not exceed the width of the road right-of-way abutting the development site; and b) Notwithstanding the identified maximum building height, the Council may consider additional height, where the 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. c) encouraged to locate the buildings at the street frontage lot line with parking accommodated at the rear of the Site.	policy alignment, site-specific conditions, and deliberate built-form design strategies. The area is in transition from low profile development to high profile development. The proposed building will face Assumption Street, providing a strong street presence. Parking is provided underground and will not be seen. The design will address compatibility. It will take into consideration a transition between land uses with the use of building design.
6.5.3.4 – Infill & Consolidations	Council shall promote the infilling and consolidation of existing Mixed Use Corridors.	The proposed mixed use building is a form of infill development.

OP Policy #	Policy	Response
		The residential use will provide more housing. The commercial use will provide more economic opportunities.
6.5.3.6 – Location Criteria	Mixed Use Corridor 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 a local road. Full municipal services are available, which is the preferred type of servicing. All traffic will use Assumption Street.
6.5.3.7 – Evaluation Criteria	At the time of submission, the proponent shall demonstrate to the satisfaction of the Municipality that a proposed commercial development is: (a) feasible having regard to the other provisions of this Plan, provincial legislation, policies and appropriate guidelines and support studies for uses: (i) within or adjacent to any area identified on Schedule C: Development Constraint Areas and described in the Environment chapter of this Plan; (ii) within a site of potential or known contamination; (iii) where traffic generation and distribution is a provincial or municipal concern; and iv) adjacent to sensitive land uses and/or heritage resources. (b) in keeping with the goals, objectives and policies of any	Section 5.1.1 of this PRR has addressed the provisions of the OP and provincial legislation. There are no secondary plans that impact the Site. There are no development constraint areas. There are known contaminations. A Phase 1 and 2 Soil study has been completed. A RSC will be provided. Support studies have been provided to address traffic, parking, and services. The proposed development has addressed any sensitivity.

OP Policy #	Policy	Response
	secondary plan or guideline plan affecting the surrounding area; (c) capable of being provided with full municipal physical services and emergency services; (d) provided with adequate off-street parking; (e) compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and landscaped areas; and (f) acceptable in terms of the proposal's market impacts on other commercial areas.	There are no heritage concerns that impact the Site. The proposed development incorporates several design elements that reference the heritage context of the neighbourhood. The Site has access to full municipal services. A fire route will be provided for emergency services. Appropriate on site parking is provided. The proposed scale, size and massing do not cause any negative impact on the enjoyment of abutting properties (ie shadow). Landscaping will be provided. Amenity space is provided, including private balconies, shared communal outdoor seating areas, and an indoor common room. The proposed development will include pedestrian connections, landscaping, and amenity space. The proposed combined use building will provide an appropriate transition between uses using building design. There is a need for commercial uses in the area.
6.5.3.8 – Design Guidelines	The following guidelines shall be considered when	The design and style of the proposed building will be

OP Policy #	Policy	Response
	evaluating the proposed design of a Mixed Use Corridor development: (a) the ability to achieve the associated policies as outlined in the Urban Design chapter of this Plan; (b) the provision of appropriate landscaping or other buffers to enhance: (i) all parking lots, and outdoor loading and service areas; and (ii) the separation between the use and adjacent sensitive uses, where appropriate; (c) as a general rule, the height of buildings are consistent with the height of buildings which characterize the Mixed Use Corridor. Where Council deems it desirable that higher profile development be permitted in an existing Mixed Corridor, 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; (d) where possible, parking is located in the rear of the property to encourage continuous building facades adjacent to the street; (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	designed to blend well with the scale and massing of the surrounding area. An UDS was prepared and summarized in Section 4.4.7 of this PRR. The majority of lands surrounding the Site are transitioning from low profile to high profile development. The proposed combined use building will provide a buffer between uses. The street-facing façade is designed to be visually appealing and well-articulated. The building access will be clear and visible from the street for effective wayfinding. The proposed height of the building is appropriate and will not impact the privacy and enjoyment of abutting uses. The building and podium typology is utilized to create a high density form that integrates with the surrounding neighbourhood. The Site will have pedestrian connections from the municipal sidewalk to the building entrances. The building will face Assumption Street.

OP Policy #	Policy	Response
	distinguishable from access provided for vehicles; and (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.	A sufficient number of loading spaces are proposed. Loading areas will not interrupt the pedestrian connection or traffic flow. There is vehicle access. Parking will be located on the Site. Pedestrian connections from the building to the parking area will be marked. The Site offers an opportunity for a new focal point. The proposed development will be designed to blend with the existing character of the surrounding area by ensuring the material used and style of the construction will respect its surrounding architectural context.
6.5.3.6 – Site Plan Control	Council shall require all development within areas designated as Mixed Use Corridor to be subject to site plan control, with the exception of Public Open Space uses.	SPC will be applied for once the OPA and ZBA are approved. SPC is a technical review of the proposed development, which will require final design of the building, lot grading, curbing, landscaping, lighting, signage, etc.
7.0 - Infrastructure	The provision of proper infrastructure provides a safe, healthy and efficient living environment. In order to accommodate transportation and physical service needs in Windsor, Council is committed to ensuring that infrastructure	The Site is close to nearby transit, has access to major transportation networks and can be serviced with full municipal services. There will be no negative impacts on the municipal

OP Policy #	Policy	Response
	is provided in a sustainable, orderly and coordinated fashion.	system, and it will not add to the capacity in a significant way.
7.2.3.4 – Recreationway	Council shall provide for the development of the Recreationway by: (c) Ensuring that new development proposals and infrastructure undertakings include extensions and improvements to the Recreationway;	The Site will not impact the Recreationway goals and objectives.
7.2.8.9 - Development Adjacent to a Rail Yard	Council shall protect designated rail yards from incompatible development. Accordingly, development adjacent to a Rail Yard designated on Schedule C: Development Constraint Areas will be subject to the following: (a) New residential development and other new sensitive land uses, which require a rezoning (exclusive of a zoning by-law consolidation), plan of subdivision or plan of condominium are not permitted within 300 metres of a designated Rail Yard; (b) All proponents of new residential development and other new sensitive land uses, located between 300 and 1000 metres of a designated Rail Yard (exclusive of the George Avenue Rail Yard unless required by the City), which require a rezoning (exclusive of a zoning by-law consolidation), plan of subdivision or plan of condominium shall complete a noise study to support the	A Noise assessment has been completed and summarized in Section 4.4.4 of this PRR. Mitigation measures identified in the Noise Study will be incorporated during Site Plan Control and Building Permit stages.

OP Policy #	Policy	Response
	proposal, and, if the need for mitigation measures is determined by this study, shall identify and recommend appropriate mitigation measures, in accordance with the procedural policies in this Official Plan; (c) All proponents of new development within 75 metres of a designated Rail Yard shall complete a vibration study to support the proposal, and, if the need for mitigation measures is determined by the study, shall identify and recommend appropriate mitigation measures, in accordance with the procedural policies in this Official Plan; (d) All proponents of new residential development and other sensitive land uses, within 1000 metres of a designated Rail Yard, which requires a rezoning (exclusive of a zoning by-law consolidation), plan of subdivision or plan of condominium will consult with the appropriate railway company prior to the finalization of any noise and/or vibration abatement study required by this Official Plan; and (e) All proponents of new development abutting a rail yard, which require a rezoning (exclusive of a zoning by-law consolidation), plan of subdivisions, plan of condominium or site plan approval, shall incorporate appropriate safety measures such as setbacks, berms and	

OP Policy #	Policy	Response
	security fencing to the satisfaction of the Municipality, in consultation with the relevant public agency and the appropriate railway company.	
8.1 – Urban Design	A memorable, attractive and liveable city is one where people feel comfortable and are inspired by their surroundings. The physical systems and built form of the city are also designed to protect, maintain and improve the quality of life for present and future generations by integrating the principles of sustainability and place making. In order for Windsor to be such a city, Council is committed to urban design principles that enhance the enjoyment and image of Windsor and its people.	These policies aim to create an attractive, livable, and human scale city. The final design of the proposed building will be addressed as part of SPC approval. The City's Intensification Guidelines have been reviewed and summarized in Section 5.1.3 of this PRR. The final design of the building will incorporate a transition between land uses. The proposed development creates a new landmark building that supports the distinctive built form and vibrancy of Walkerville and the surrounding Mixed Use Corridor.
8.7.2.3 – Built Form, Infill Development	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;	The proposed development will be a natural integration of the established area. The Site is in an area of transition from low profile to high profile development. The proposed combined use building will provide an appropriate transition between the roadway and the abutting properties.

OP Policy #	Policy	Response
	(g) building area to site area ratios; (h) the pattern, scale and character of existing development; (i) exterior building appearance; 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	Massing – the proposed building will be limited to 19 storeys + penthouse, which will be designed to blend well with the surrounding area. The Site is in an area of transition, and more development will follow to help support the vision of the Mixed Use Corridor land use designation. The building portion is stepped back from the podium to create a separation of massing and to avoid overwhelming the public realm. Additional stepbacks at the twelfth floor and variations in façade design and materiality help to break up the tower mass and provide a transition to the adjacent uses. Building height – there are no impacts on privacy or shadowing on abutting properties based on the proposed building height. The proposed building will be located as close to the road as possible. Relief is requested to increase the height requirement in the ZBL. Architectural proportion – the proposed visual effect of the relationship of the proposed development is designed to blend well with the immediate area. Volume of defined space – the proposed design and layout of the development is appropriate for the Site and the surrounding area.

OP Policy #	Policy	Response
		Lot size – the existing Site is appropriate for the development. It allows for on-site parking, sidewalks, amenity space, and landscaping. Building area – appropriate lot coverage is proposed. The proposed building will not negatively impact the private use and enjoyment of area residents. The proposed building will respect the adjacent properties by siting the building as far away as possible. Pattern, scale, and character – the style of development will be designed to blend well with the scale and massing of the surrounding area. It will take heritage cues from other buildings in the area (including materials and colours). The final design of the building will be addressed as part of SPC. Exterior building appearance – the proposed building will be designed professionally and aesthetically pleasing, and reviewed as part of SPC approval. Intensification Guidelines – transition can be achieved through building design. The City's Intensification Guidelines have been

OP Policy #	Policy	Response
		reviewed and summarized in Section 5.1.3 of this PRR.
9.1.5 – Heritage Conservation	To identify, protect and conserve Windsor's archaeological resources in place wherever possible and encourage development that respects Windsor's archaeological heritage. Through an understanding of, and measures to protect archaeological heritage, Windsor can incorporate the past into planning for the future.	An archaeological assessment has been completed and summarized in Section 4.4.1 of this PRR.
9.2.6 - Engagement	To recognize that the lands within its jurisdiction are of interest to a number of Indigenous communities. As such, Windsor will engage with all such communities in the land development process.	Engagement was included in the Stage 1-2 Archaeological Assessment.
9.3.5.1 – Cultural Heritage Resources, Heritage Areas	Council will enhance heritage resources by (a) Ensuring that within any Heritage Area or Heritage Conservation District that: (i) Infrastructure undertakings respect and enhance the historic character of the area; (ii) Development be of compatible height, massing, scale, setback and architectural style;	The Site is included in the Walkerville Heritage Area. The BHIA analyzed the proposed development for compatibility with the identified Heritage Area. The ZBA does include an increase in the maximum height requirements. The Site is large enough to accommodate the proposed building.
9.3.7.1	i) Requiring for all development proposals that abut or in the opinion of the City Planner are likely to materially affect a designated heritage building or structure, a Built Heritage	A HIS has been completed and summarized in Section 4.4.3 of this PRR.

OP Policy #	Policy	Response
	Impact Study to the satisfaction of the City Planner;	
11.6.3.1 – Zoning By-law Amendment Policies	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.	The proposed ZBA will change the current zoning to be more in line with the current OP designation.
11.6.3.3 – Evaluation Criteria	When considering applications for Zoning By-law amendments, Council shall consider the policies of this Plan and will, without limiting the generality of the foregoing, consider such matters as the following: (a) The relevant evaluation criteria contained in the Land Use Chapter of this Plan, Volume II: Secondary Plans & Special Policy Areas and other relevant standards and guidelines; (b) Relevant support studies; (c) The comments and recommendations from municipal staff and circularized agencies; (d) Relevant provincial legislation, policies and appropriate guidelines; and (e) The ramifications of the decision on the use of adjacent or similar lands.	This PRR has reviewed the relevant land use chapter in Section 5.1.2 of this PRR. Support studies have been summarized in section 4.4 of this PRR. Pre-consultation and pre-submission were received and have been reviewed and incorporated into this PRR. Relevant provincial legislation has been reviewed as part of Section 5.1.1 of this PRR. It is not anticipated that the proposed development will have any negative impacts on the adjacent or similar lands. The building will be designed to blend well with the area.
V2 - Special Policy 1.39.1 - Off-Street Parking Areas in the Vicinity of Traditional Commercial Streets	The intent of this policy is to allow for the retention of buildings on Traditional Commercial Streets to facilitate continuous building	Off street parking is proposed underground. The proposed building will be brought close to the roadway.

OP Policy #	Policy	Response
	facades and provide a positive impact on the unique character and walkability of these areas. This policy also provides a policy framework for creating new or expanded offstreet parking areas in the Vicinity of Traditional Commercial Streets—to the rear of commercial and mixed use buildings. This policy also prohibits the creation of new surface parking areas or the expansion of existing surface parking areas abutting Traditional Commercial Streets.	The area is pedestrian-friendly. The proposed development promotes a pedestrian scale public realm and encourages interaction between the building and street.
V2 - Special Policy 1.52.2 - Mature Neighbourhoods as Heritage Resources	Infill and intensification within Mature Neighbourhoods, shown on Schedule A-1, shall be consistent with the built form, height, massing, architectural and landscape of the area. Council will adopt Design Guidelines to assist in the design and review of development in these areas.	The Site is part of the Mature Neighbourhood in the City of Windsor Official Plan (Schedule A-1). The proposed development has taken into consideration compatibility with the area. The proposed development incorporates several design elements that reference the heritage context of the neighbourhood. The ZBA does request an increase in the maximum height requirement. The Site is large enough to accommodate the proposed height of the building.

Therefore, the proposed development conforms to the City of Windsor OP, with the proposed amendment.

5.1.3 Windsor Intensification Guidelines

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

The objective of the guidelines is to provide direction for the design of future uses that respect the unique character of Windsor's neighbourhoods.

The Site is subject to the 'Mixed Use Corridors' policies.

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

Policy #	Policy	Response
3.1 – Mixed Use Centres, Notes and Corridors	Mixed Use Corridors are located along Arterial or Collector Roads and are expected to accommodate Low and Medium Profile built forms that include mixed use, retail, office, and residential development.	The Site is located in a 'Mixed Use Corridor'. The City of Windsor Intensification Guidelines are also applicable to the proposed development. The Guidelines are intended to provide direction for the design of future uses that respect the unique character of Windsor's neighbourhoods. The final design of the building is subject to the City of Windsor design guidelines.
3.1 - Transition	Transition can be achieved through the regulations of the Zoning By-law through setbacks and height control. Through transition, the guidelines will consider: • Buffering that typically includes fencing and/ or landscape plantings that abut property lines where the transition is most sensitive. • Mitigating issues of overlook/privacy, shadow impacts, and concerns about the visual impact of new buildings that are not the same character as the adjacent	Transition between uses can be provided through building design. The building will be brought close to the road for a strong street presence. The proposed height is appropriate for the Site and the surrounding area. It is not anticipated that the proposed development will have any negative impacts on the adjacent or similar lands.

Policy #	Policy	Response
	neighbourhood. • Applying stepbacks, angular plane, or linking the height of buildings with the width of the road right-of-way.	The building will be designed to blend well and respect the area.
3.1 - Height	Minimum and maximum building heights vary across the Mixed Use Centres, Nodes and Corridors and are outlined under Section 3.4 of the guidelines and defined in the Zoning By-law. In addressing height, these guidelines seek to: • Protect and maintain established sable and mature residential areas. • Ensure buildings form an appropriately scaled and designed street wall that reinforces the desired character at the street level. • Ensure appropriate height taking into consideration existing and permitted heights; proportional relationships to streets; and, visual and physical impacts on pedestrians and adjacent areas.	The ZBL will regulate the height. Section 3.4 of the guideline can be followed, which includes built form guidelines. The abutting uses will be protected. The final design will be part of SPC approval. The proposed development is pedestrian friendly with a street-facing podium built to the street line, ground floor commercial units, multiple pedestrian entrances, and high levels of transparency.
3.1 - Scale and Massing	As in height, the scale and massing of buildings (the size of buildings) must be designed to: • Provide a respectful adjacency to other buildings and open spaces. • Consider how the building fits within its context. • Create a comfortable "human scale" experience along the streetscape and allow for physical and visual permeability.	The final design will be part of SPC approval.

Policy #	Policy	Response
3.2.2 – Mixed Use Corridors	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 Site is located in a mixed use corridor.
	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.	The Site will create a new focus for the area. The proposed development is considered high profile.
	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.	The proposed building will be brought close to the roadway.
	3. Design parking lots with planting strips and landscaped traffic islands, medians, or bumpouts to break up the expanse of hard surface areas.	The parking area is in a parking garage situated within the proposed building footprint.
	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.	The final design will be part of SPC approval. Transition has been taken into consideration with the application of building design.
3.3.3 - Landscaping	Landscaping design should reinforce the structure of the site with a focus on creating a safe, comfortable, and	Landscaping, garden area, and private balconies will be provided on the Site.

Policy #	Policy	Response
	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. 1. Develop a comprehensive strategy for planting, built features, fencing, walls, paving, lighting, signage, and site furnishings. 2. Base planting strategies on year-round interest, hardiness, drought, salt and disease tolerance, and bio-diversity. 3. Preserve, protect, and incorporate existing healthy and mature trees into the site's landscape design. 4. Minimize the use of hard, paved areas to reduce surface run-off and heat island effect. Consider permeable paving wherever possible.	Green roofs located on the third, twelfth, and penthouse floors add landscaped areas to the site and provide amenity areas for future residents and tenants. Landscaping will be part of the final design and subject to SPC review.

Policy #	Policy	Response
	5. Utilize high-quality, durable materials for all landscape features such as paving, fences, walls, planters, site furniture, and shade structures. 6. Design landscaped buffers to incorporating lush landscaping including the use of trees and plantings, such as evergreens, that retain their foliage in all seasons to provide a visual barrier as well as some sound attenuation. 7. Design landscaped buffers to be environmentally sustainable with respect to stormwater management, plant species, bio-diversity, and extent of maintenance requirements. 8. Consider green roofs for Medium and High Profile buildings. This will assist with reducing heat island effects and improving air quality and noise insulation. 9. Incorporate a combination of soft landscaping, planters, and trees along non-residential frontages to delineate and differentiate private open spaces, entrances, and individual units at grade. 10. Appropriate planting conditions such as soil depth, volume, and growing	

Policy #	Policy	Response
	mediums must be provided for successful landscapes. 11. Design lighting to avoid light spill onto abutting properties and adjacent residential neighbourhoods.	
3.4 – Building Form Guidelines	Medium Profile Buildings A Medium Profile building is any building generally no greater than six (6) storeys in height. A Medium Profile building can be a landmark, a prominent destination, or a focal point of a community that provides a transition between stable neighbourhoods and High Profile buildings.	The proposed development is considered a very high profile. An OPA is being requested to permit an increase in the height of the proposed building. The Site will create a landmark. The Medium Profile guideline describes buildings “generally no greater than six storeys” and intended to act as transitional, landmark, or focal-point elements between stable neighbourhoods and High Profile buildings. The guideline’s purpose is to ensure appropriate transition, visual hierarchy, and contextual integration. Transition can be achieved through built-form design, setbacks, stepbacks, and massing. The proposed development is achieving the intent of the guideline even if it exceeds the numeric height.

Therefore, the proposed development will conform to the purpose and intent of the City of Windsor Guidelines.

5.1.4 Zoning By-law

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

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

The Site is currently zoned "Manufacturing District 1.4 (MD1.4)" on Map 6 of the City of Windsor Zoning By-Law 8600 (see Figure 5 – ZBL).

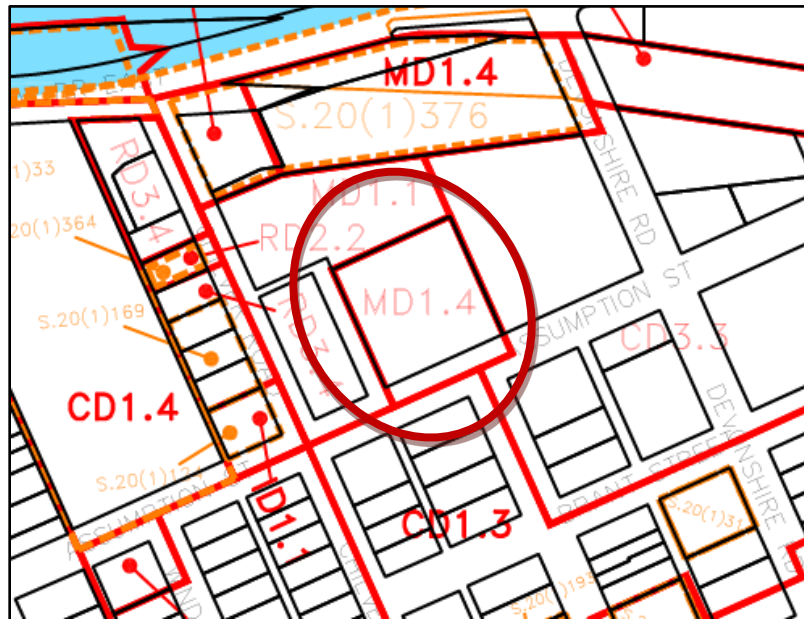


Figure 5 – ZBL

The Site is also subject to Section 267, which restricts front yard parking space in any existing front yard.

It is proposed to change the zoning of the Site to "Commercial District 2.2 (CD2.2)" in order to permit the combined use building.

According to the ZBL, *COMBINED USE BUILDING* means a building having, as main uses, at least one dwelling unit and at least one non-residential use.

It is recommended that the Site be placed in a Holding (H) category until such time as the RSC has been completed.

A review of the CD2.2 zone provisions, as set out in Section 15.2 of the ZBL, is as follows:

Zone Regulations	Required CD2.2	Proposed	Compliance and/or Relief Requested with Justification
Permitted Uses	Bakery Business Office Child Care Centre Commercial School Confectionery Food Outlet – Take-Out Funeral Establishment Medical Office Micro-Brewery Personal Service Shop Place of Entertainment and Recreation Place of Worship Professional Studio Public Hall Repair Shop – Light Restaurant Retail Store Veterinary Office Wholesale Store Dwelling Units in a Combined Use Building with any one or more of the above uses Gas Bar Outdoor Market Parking Garage Public Parking Area Tourist Home Existing Automobile Repair Garage Existing Service Station Any use accessory to any of the preceding uses. An Outdoor Storage	Combined Use Building Commercial / retail on 2 storeys and residential dwelling units above.	Complies, subject to the approved ZBA. It is recommended that the Site be placed in a Holding (H) category until such time as the RSC has been completed.

Zone Regulations	Required CD2.2	Proposed	Compliance and/or Relief Requested with Justification
	Yard is prohibited, save and except, in combination with the following main uses: Outdoor Market, Existing Automobile Repair Garage.		
Maximum Main Building Height	14.0 m	67 m	Relief requested. The Site is large enough to accommodate the proposed development. The Proposed Development utilizes a base-middletop design for its podium and building. The two-storey podium base includes a tall parapet to read as three storeys. This height aligns with the surrounding low-rise typologies and frames the streetscape along Assumption Street.
Amenity Area – Per Dwelling Unit – minimum	12.0 m2 per unit 12 x 169 = 2,028 m2	3.305.77 m2 Amenity total = 2,540.9 m2 Balconies + 764.78 m2 Amenities	Complies <i>AMENITY AREA means the total area of a balcony, landscaped area, and the following as an accessory activity or use to a dwelling or a dwelling unit located on</i>

Zone Regulations	Required CD2.2	Proposed	Compliance and/or Relief Requested with Justification
			<i>the same lot: common, community, meeting, multi-purpose, or similar room; community garden; indoor athletic, exercise, or recreational facility; lounge; scenery loft; swimming pool. It does not include the following: elevator lobby, laundry facility, mailbox facility, mail room, office, recycling or refuse room, storage room.</i>
Gross Floor Area – maximum	Bakery or Confectionary – 550.0 m ²	N/A	N/A
Other	For a Combined Use Building, all dwelling units, not including entrances thereto, shall be located above the non-residential uses.	For a Combined Use Building, all dwelling units, not including entrances thereto, shall be located above the non-residential uses.	Complies
Minimum Parking Requirements 24.20.5.1	Combined use Buildings - 1.25 for each dwelling unit 204 x 1.25 = 255 Retail Store – 1 for each 22.5 m² GFA 477.7 m² / 22.5 = 21	285	Complies

Zone Regulations	Required CD2.2	Proposed	Compliance and/or Relief Requested with Justification
	TOTAL 255 + 21 = 276		
Minimum Visitor Parking Spaces 24.22.1.1	Multiple Dwelling with a minimum of five dwelling units = 15 % 285 x 15 = 42.75 (42 rounded down)	9	Relief required
Minimum Accessible Parking Spaces 24.24.1.1	201 to 1,000 Type A - 0.5 space plus 1 percent of parking spaces Type B - 1 space plus 1 percent of parking spaces Total - 3.59 + 4.09 = 7.68 (8 rounded up)	8	Complies
Minimum Bicycle Parking Spaces 24.30.1.1	20 or more 2 for the first 19 spaces plus 1 for each additional 20 parking spaces Total = 2 + 13.3 = 15.3 (15 rounded down)	15	Complies
Minimum Required Loading Spaces 24.40.1.5	Over 15,000 m ² to 22,500 m ² - 3 spaces	18,282.30 m ² of residential area 1 space proposed	Relief requested. One loading space is proposed.

Zone Regulations	Required CD2.2	Proposed	Compliance and/or Relief Requested with Justification
			Each tenant will have their own parking space. Loading will mainly be used for when residents move in / move out. <i>For a Combined Use Building with 9 or more dwelling units, the required number of loading spaces for the dwelling units shall be calculated using the gross floor area of that part of the building occupied by all the dwelling units and Table 24.40.1.5.</i>
Minimum Required Loading Spaces 24.40.1.9	Over 275 m ² to 2,500 m ² - 1 space	477.71 m² of commercial area 0 spaces proposed	Relief request. It is not anticipated that the commercial or office will require any loading space for deliveries. <i>For any Combined Use Building, the required number of loading spaces for the area not occupied by any dwelling unit shall be calculated using the gross floor area of that part of the building not occupied by any dwelling unit and Table 24.40.1.9.</i>

Therefore, the proposed development will conform to the intent and purpose of the ZBL.

Further, all CD2.2 zone provisions shall comply with the following requested relief:

- *Increase in the maximum height from 14.0 m to 67 m,*
- *Decrease the minimum visitor parking from 42 to 9,*
- *Decrease the minimum loading space for residential from 3 to 1, and*
- *Decrease the minimum loading space for non-residential from 1 to 0.*

It is recommended that the Site be placed in a Holding (H) category until such time as the RSC has been completed.

6.0 SUMMARY AND CONCLUSION

6.1 Context and Site Suitability Summary

6.1.1 Site Suitability

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

- The land area is sufficient to accommodate the proposed development,
- The Site is flat, which is conducive to easy vehicular movement,
- The Site has access to full municipal water, storm and sewer systems,
- There are no anticipated traffic or parking concerns,
- There are no environmental concerns, and
- There are no hazards.

6.1.2 Compatibility of Design

The Site is compatible with the surrounding area in terms of scale, massing, height and siting.

The proposed development is proposed to be an efficient use of the Site.

6.1.3 Good Planning

The proposal represents good planning as it addresses the need for the City to provide housing.

The proposed increase in height is good planning.

Residential and commercial uses on the Site represent an efficient development that optimizes the use of land in an existing built-up area.

6.1.4 Natural Environment Impacts

The proposal does not have any negative natural environmental impacts, as there are no natural heritage features on the Site.

6.1.5 Municipal Services Impacts

There will be no negative impacts on the municipal system and will not add to the capacity in a significant way.

6.1.6 Social, Cultural and/or Economic Conditions

The proposed development does not negatively affect the social environment as the Site is in close proximity to major transportation networks, transit, parks, places of worship and community amenities.

The proposed development does not cause any public health and safety concerns.

The proposal represents a cost-effective development that minimizes land consumption and servicing costs.

There will be no urban sprawl as the proposed development is within the existing settlement area and is an ideal development opportunity.

There are no cultural heritage concerns that impact this development. The proposed development incorporates several design elements that reference the heritage context of the neighbourhood.

6.2 Conclusion

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

This PRR has shown that the proposed development is consistent with the PPS, conforms with the intent and purpose of the City of Windsor OP and ZBL, and represents good planning.

Planner's Certificate:

I hereby certify that this report was prepared by Tracey Pillon-Abbs, a Registered Professional Planner, within the meaning of the Ontario Professional Planners Institute Act, 1994.



Tracey Pillon-Abbs, RPP
Principal Planner

