COUNTERPOINT LAND DEVELOPMENT BY | DILLON CONSULTING

LBI DEVELOPMENTS INC.

PLANNING JUSTIFICATION REPORT

Walker Road at Cabana Road East Redevelopment

Official Plan and Zoning By-law Amendment

REVISED MAY 2026 – 24-9442

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1.0 INTRODUCTION

Dillon Consulting Limited (Dillon) has been retained by LBI Developments Inc., referred to as the 'Applicant', to assist in obtaining the necessary planning approvals associated with the proposed mixed-use development located on the southeast corner of Walker Road and Cabana Road East in the City of Windsor, herein referred to as the 'Subject Site' (refer to **Figure 1**). The Subject Site consists of the following seven (7) parcels:

- 2375 Cabana Road East (Roll Number: 070-160-04600)
- 2385 Cabana Road East (Roll Number: 070-160-04700)
- 0 Cabana Road East (Roll Number: 070-160-04802)
- 0 Cabana Road East (Roll Number: 070-160-04809)
- 2415 Cabana Road East (Roll Number: 070-160-04808)
- 4040 Walker Road (Roll Number: 070-160-04500)
- Part of 4096-4128 Walker Road (Roll Number 070-160-04010)

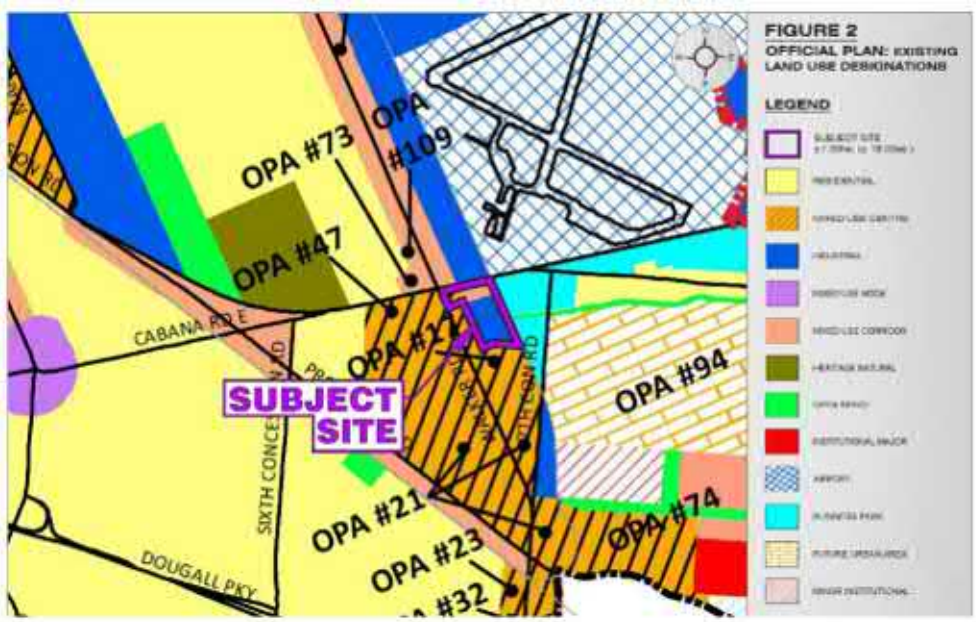
Figure 1 - Location Map



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

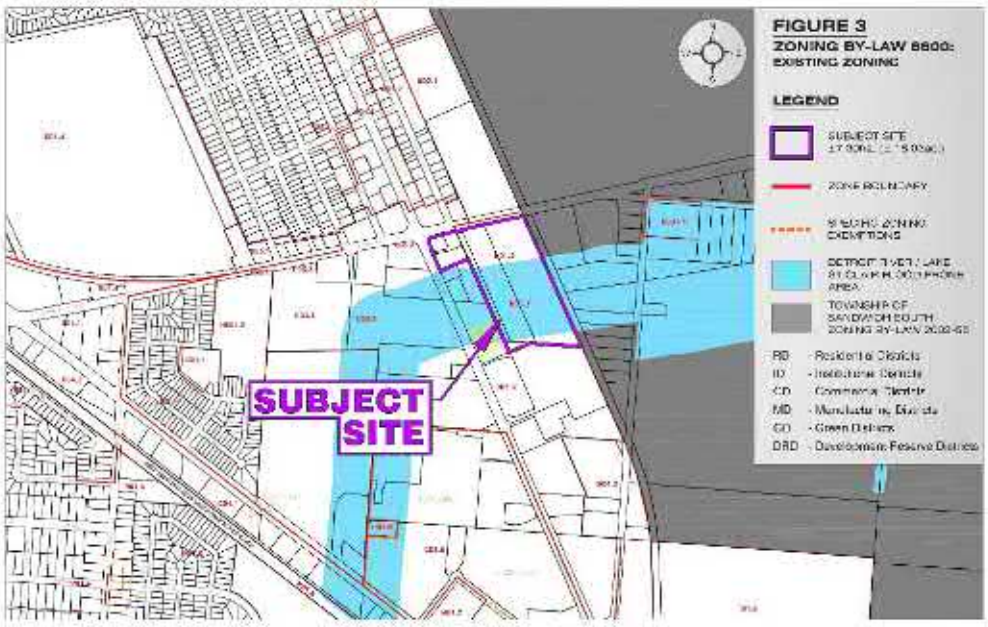
The Subject Site is split designated as Mixed-Use Centre, Mixed-Use Corridor and Industrial on Schedule D of the City of Windsor Official Plan. It is split-zoned Commercial District 3.3 (CD3.3), and Manufacturing District 1.2 (MD1.2) in Zoning By-law 8600. These designations have been illustrated in **Figure 2** and **Figure 3**.

Figure 2 - City of Windsor Official Plan Designation



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

Figure 3 - City of Windsor Zoning By-law 8600



Source: City of Windsor Zoning By-law 8600, Prepared by Counterpoint Land Development by Dillon Consulting.

1.1 SITE DESCRIPTION

The Subject Site consists of seven parcels located south of Cabana Road East, and east of Walker Road. The total area of the subject is approximately 7.30 hectares (18.05 acres) with 81.54 m (267.52 ft.) of frontage on Walker Road and 252.8 m (829.4 ft.) of frontage on Cabana Road East. These lands have been illustrated in **Figure 1**, and are legally described as Part Lots 12, 16, and 106, Concession 6; Parts 6 to 35 (incl.), 38, 42 to 47 (incl.), 12R-29481.

1.1.1 Physical Attributes

The Subject Site has frontage on both Walker Road and Cabana Road East and is generally flat. An existing self-serve car wash and a vacant building previously occupied by a motel occupy the northwest portion of the site. A small logistics services office is located to the east. The remainder of the site is used as a transport truck terminal. The site is within the Airport Operating Area as per Schedule C of the City of Windsor Official Plan, and within the Detroit River/Lake St. Clair Flood Prone Area in Zoning By-law 8600.

1.2 PROPOSED DEVELOPMENT

The proposal intends to consolidate seven (7) existing parcels into one site to develop it into six (6) separate buildings positioned throughout the site.

Two buildings are proposed to be Combined Use buildings, herein referred to Building 'A' and Building 'B'. Building 'A', a four (4) storey building, is located on the northwestern corner of the site, proposed with approximately 1,440m^2 of commercial on the ground floor and a total of 54 residential units located above. Building 'B', a four (4) storey building, is located to the east of Building 'A', with 585 m^2 of commercial space on the ground floor and 20 residential dwelling units located over 3 storeys. In total, Buildings 'A' and 'B' supply 74 residential dwelling units which make up the residential capacity proposed on the site. There are 877 parking spaces provided on site, which meets the parking spaces required to support the proposed development.

Buildings 'C', 'D', 'E', and 'F' are proposed to exist as standalone commercial uses. Building 'C' could be used as a drive-through restaurant, whereas Buildings 'D' and 'E' are proposed to support a range of commercial uses as permitted through the Commercial District 3.6 (CD3.6) zone. Building 'F' is intended to be used as a grocery store. The building sizes, uses, parking requirements and proposed parking capacity have been summarized in **Table 1**.

Table 1 - Proposed Development Details

BUILDING	BUILDING AREA	PROPOSED USE	PARKING RATIO	PARKING REQUIRED	PARKING PROVIDED
A	1,942 m^2	Combined Use	1 space per 22.5 m^2 commercial 1.25 spaces per dwelling unit	131	131
B	850 m^2	Combined Use	1 space per 22.5 m^2 commercial 1.25 spaces per dwelling unit	51	51
C	698 m^2	Commercial	1 space per 22.5 m^2 commercial	32	32
D	5,925 m^2	Commercial	1 space per 22.5 m^2 commercial	264	264
E	4,312 m^2	Commercial (Grocery Store)	1 space per 22.5 m^2 commercial	192	192
F	4,654 m^2	Commercial	1 space per 22.5 m^2 commercial	207	207
Total	**18,381 m^2**	**Mixed-Use**	**N/A**	**877**	**877**

1.2.1 Loading

The site provides 15 loading spaces to support its mix of uses located around the perimeter of the buildings. All loading areas connect to paved pedestrian paths, making it easy to move goods to and from each building.

1.2.2 Access and Mobility

The development will be accessed through five (5) proposed vehicular access points. Two (2) drive aisles connect to Cabana Road East and Walker Road. Existing access from Cabana Road East will be slightly relocated to the west to be setback an appropriate distance from the existing CN rail tracks, and in line with the confirmed redesign of Cabana Road East. This access is proposed to extend to the southern boundary of the site, with reciprocal access to the southern commercial plaza (Walker Place Plaza). Currently, the existing drive aisle from Walker Road is under the ownership of 4044 Walker Road. This access will be reciprocally shared with the site and widened to accommodate an increase of traffic. Two (2) additional reciprocal accesses are proposed to connect the site to two commercial plazas located southwest of the site (Ferrari Plaza and Walker Place Plaza).

Pedestrian paths are proposed at each of the building façades which will be connected through an internal sidewalk network. The network connects to the existing right-of-way along Walker Road and Cabana Road East, mirroring the style and feel of the existing sidewalk network. Details on the location and design of pedestrian pathways will be discussed prior to Site Plan Control Approval.

1.3 PROPOSED AMENDMENTS

In order to facilitate the proposed development, the following amendments to the City of Windsor's Official Plan and Zoning By-law 8600 will be required:

1.3.1 City of Windsor Official Plan

As indicated in **Figure 2,** the Subject Site is split-designated "Mixed-Use Centre," "Mixed-Use Corridor" and "Industrial" under the City's Official Plan. In July 2022, the City of Windsor adopted Official Plan Amendment

No. 159 to provide direction and implement policies regarding intensification within the City, introducing the "Mixed-Use Centre" and "Mixed-Use Corridor" designations adapted from their "Commercial Centre" and "Commercial Corridor" predecessors. The updated Mixed-Use Centre and Mixed-Use Corridor designations permit a mix of residential and commercial uses, but the Industrial designation does not.

An Official Plan Amendment ('OPA') will be required to uniformly designate the site as a Mixed-Use Centre. This amendment intends to support development that mirrors the adjacent commercial plazas while supporting mixed-use development through Buildings 'A' and 'B'. The amendment to the Official Plan will facilitate the mixed development in alignment with the City's objectives.

1.3.2 City of Windsor Zoning By-law 8600

As shown in **Figure 3,** the Subject Site is currently split-zoned Commercial District 3.3 (CD3.3), and Manufacturing District 1.2 (MD1.2) in Zoning By-law 8600. The current zoning does not permit the development of combined use buildings and limits commercial activity to the commercially zoned portions. The applicant is requesting that Council approve a Zoning By-law Amendment to the City of Windsor Zoning By-law 8600 to rezone the property to the Commercial District 3.6 (CD3.6) zone. The proposed development meets all other requirements of the Zoning By-law, including those for the CD3.6 zone, parking, and loading provisions as shown in **Table 2**.

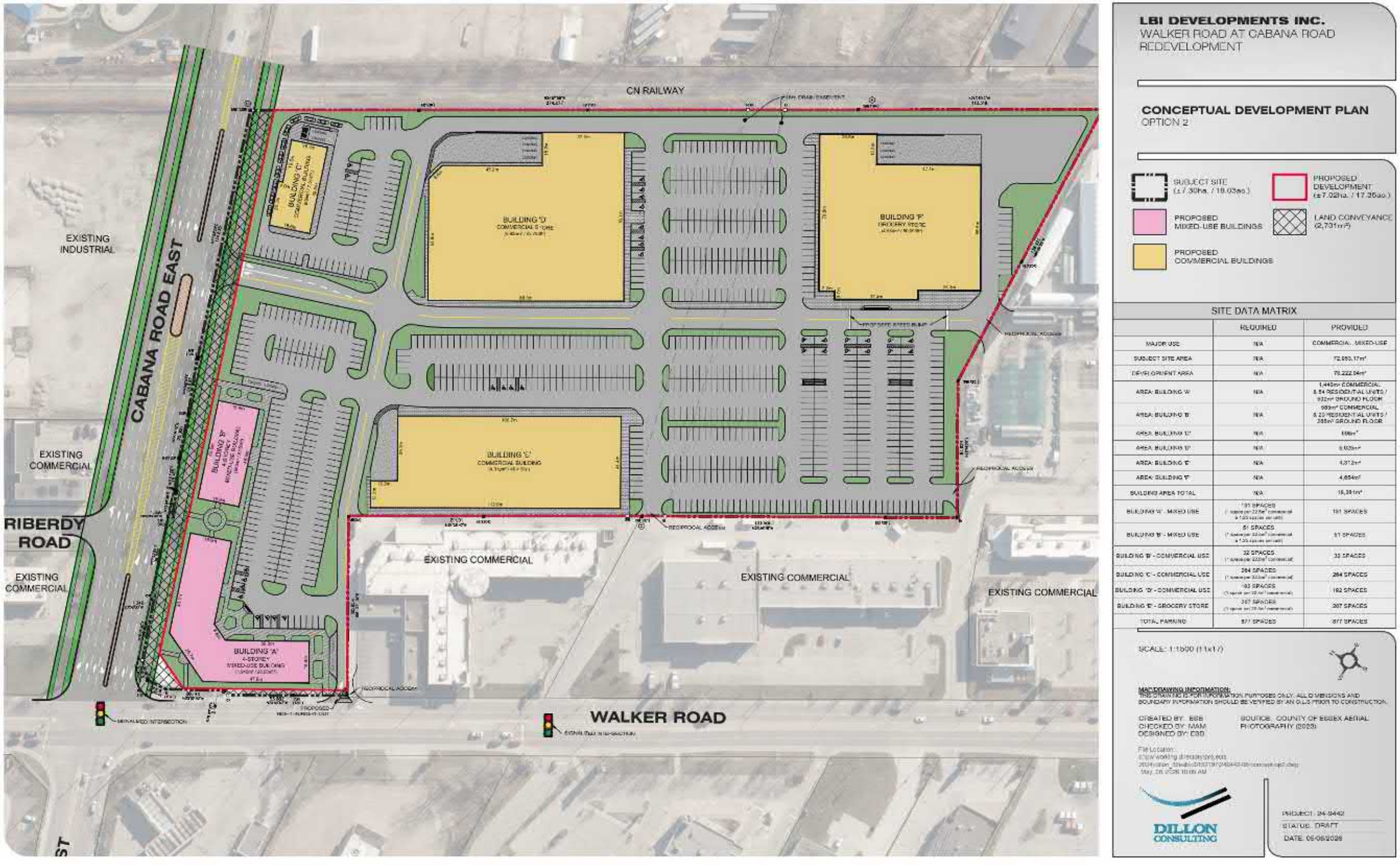
Table 2 - Commercial District 3.6 (CD3.6)

PROVISION	REQUIREMENT	PROPOSED
Maximum Building Height	20.0 m	Maximum 16.5 m (Building 'A')
Minimum Amenity Area	888 m^2	888 m^2*
Maximum Gross Floor Area Bakery or Confectionary	500 m^2	Should there be any interest including a Bakery or Confectionary on the site, the gross floor area will be restricted to 500.0 m^2 or seek a Minor Variance at an appropriate time.
Maximum Gross Floor Area Workshop – percent of the gross floor area of the Retail Store or Wholesale Store.	200.0%	Should there be any interest in a workshop on the site, it will comply with Zoning By-law 8600 or seek a Minor Variance at an appropriate time.
Parking	877 spaces	877 spaces
Bicycle Parking	49 spaces	49 spaces**
Loading	15 spaces	15 spaces

*Location to be internal to the buildings and determined during Site Plan Control

** Location to be determined during Site Plan Control

Figure 4 - Conceptual Development Plan



LBI DEVELOPMENTS INC.
WALKER ROAD AT CABANA ROAD
REDEVELOPMENT

CONCEPTUAL DEVELOPMENT PLAN
OPTION 2

SUBJECT SITE (±7.30ha. / 18.03ac.)
PROPOSED DEVELOPMENT (±7.02ha. / 17.35ac.)
PROPOSED MIXED-USE BUILDINGS
LAND CONVEYANCE (2,731m²)
PROPOSED COMMERCIAL BUILDINGS

SITE DATA MATRIX

	REQUIRED	PROVIDED
MAJOR USE	N/A	COMMERCIAL, MIXED-USE
SUBJECT SITE AREA	N/A	72,950.17m²
DEVELOPMENT AREA	N/A	70,222.04m²
AREA: BUILDING 'A'	N/A	1,440m² COMMERCIAL & 54 RESIDENTIAL UNITS / 932m² GROUND FLOOR
AREA: BUILDING 'B'	N/A	989m² COMMERCIAL & 20 RESIDENTIAL UNITS / 368m² GROUND FLOOR
AREA: BUILDING 'C'	N/A	5,886m²
AREA: BUILDING 'D'	N/A	6,053m²
AREA: BUILDING 'E'	N/A	4,212m²
AREA: BUILDING 'F'	N/A	4,654m²
BUILDING AREA TOTAL	N/A	16,381m²
BUILDING 'A' - MIXED USE	191 SPACES (1 space per 22.5m² commercial & 1.25 spaces per unit)	191 SPACES
BUILDING 'B' - MIXED USE	51 SPACES (1 space per 22.5m² commercial & 1.25 spaces per unit)	51 SPACES
BUILDING 'B' - COMMERCIAL USE	32 SPACES (1 space per 22.5m² commercial)	32 SPACES
BUILDING 'C' - COMMERCIAL USE	264 SPACES (1 space per 22.5m² commercial)	264 SPACES
BUILDING 'D' - COMMERCIAL USE	163 SPACES (1 space per 22.5m² commercial)	163 SPACES
BUILDING 'E' - GROCERY STORE	367 SPACES (1 space per 22.5m² commercial)	367 SPACES
TOTAL PARKING	877 SPACES	877 SPACES

SCALE: 1:1500 (11x17)

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

CREATED BY: BSB
CHECKED BY: MAM
DESIGNED BY: CSD

SOURCE: COUNTY OF ESSEX AERIAL PHOTOGRAPHY (2023)

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DILLON CONSULTING

PROJECT: 24-9442
STATUS: DRAFT
DATE: 05/28/2026

2.0 SURROUNDING LAND USE

The Subject Site is located on the corner of Cabana Road East and Walker Road. Both roads are designated as a Class II Arterial Road on Schedule F of the City of Windsor Official Plan. Surrounding land uses have been outlined below and illustrated on **Figure 5.**

North

Existing Use(s):	Drive-through restaurant (Tim Hortons), Daycare (the Toy Box Early Childhood Education Centre), Institutional (The Canadian Aviation Museum, The Windsor International Airport), and Single-detached dwellings;
Official Plan Designation(s):	Mixed-Use Corridor, Industrial, Residential, and Airport; and
Zone(s):	Manufacturing District 2.1 (MD2.1), Manufacturing District 1.2 (MD1.2), Commercial District 3.3 (CD3.3).

East

Existing Use(s):	Industrial (Modern Glass and Woodwork, Modern Moulding & Stucco Supply Ltd., Centura Windsor), Grocery Store (India Food Market), Restaurant (Route 42 Diner and Dairy Bar), and Single-detached Dwellings;
Official Plan Designation(s):	Business Park and Future Urban Area; and
Zone(s):	Industrial Zone (M1) (By-law 85-18), Hamlet Commercial Zone (CH-4) (By-law 85-18), Hamlet Residential (RH) (By-law 85-18).

South

Existing Use(s):	Commercial (Canadian Tire, Access Storage), Restaurant (Lone Star Texas Grill, Burger King, Cora Breakfast and Lunch), Retail (Value Village)
Official Plan Designation(s):	Mixed-Use Centre; and
Zone(s):	Commercial District 3.3 (CD3.3), Manufacturing District 1.2 (MD1.2).

West

Existing Use(s):	Automotive (Petro-Canada and Car Wash), Hotel (Travelodge by Wyndham Windsor), Commercial (HomeSense, Home Depot, Dollarama, PetSmart), Restaurant (Kelseys Original Roadhouse, Applebees), Institutional (Canada Post) and Industrial (Vacant Industrial);
Official Plan Designation(s):	Mixed-Use Centre; and
Zone(s):	Commercial District 3.3 (CD3.3), Manufacturing District 1.13 (MD1.13), and Residential District 1.2 (RD1.2).

Figure 5 - Surrounding Land Use



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

3.0 PLANNING EVALUATION

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

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

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

3.1 PROVINCIAL PLANNING STATEMENT

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

It gives 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:

PPS POLICY	POLICY	RESPONSE
2.0 Building Homes, Sustaining Strong and Competitive Communities		
2.1 Planning for People and Homes		
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 childcare facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;	The development is situated on lands that is split designated Mixed-Use Centre, Mixed-Use Corridor and Industrial. The OPA intends to consolidate the site under the Mixed-Use Centre designation. It is well suited to be integrated to the existing Mixed-Use Centre uses directly adjacent. Its location along two Class II Arterial roads with sufficient servicing capacity ensures that the site can accommodate the proposed mixed-use development. This intensification aligns with the City's long-term goals by promoting a sustainable and efficient use of land, ensuring that growth is accommodated within designated areas while maximizing available infrastructure and services.
2.2 Housing		
2.2.1	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: 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 from demographic changes and employment opportunities; and c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation.	The proposed development will introduce two combined use buildings in a predominantly commercial area. The multi-unit component of the development contributes to diversifying the housing options in the area, providing opportunities for social equity, improving the quality of life and ensuring that people of all backgrounds and abilities can fully participate in the community.

PPS POLICY	POLICY	RESPONSE
2.3 Settlement Areas and Settlement Area Boundary Expansions		
2.3.1 General Policies for Settlement Areas		
2.3.1.1	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 property is located within the Settlement Area Boundary and has been identified as a regionally significant area for development. The Subject Site is located within a Regional Commercial Centre, as illustrated on Schedule J of the City of Windsor Official Plan.
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 development pattern proposed intends to efficiently use land and resources, optimize the existing infrastructure and road networks of the area, and make effective use of the existing public transportation networks available to the site.
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 facilitates the intensification and redevelopment of an underutilized site from limited commercial, light-industrial, and vacant land into a mix of residential and commercial uses that supports the achievement of a complete community. The proposed development has several potential tenants in a range of commercial uses, including retail, grocery, and office uses. This potential in addition to the proposed residential units in combined use buildings will help to contribute to the development of a complete community in a prominent location in the city.
2.3.1.5	Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. *Large and fast-growing municipalities* are encouraged to plan for a target of 50 residents and jobs per gross hectare in *designated growth areas*.	The City of Windsor is identified as a large and fast-growing municipality through the Provincial Planning Statement (2024). The mix of uses on this site encourage an increase of residents and jobs within an underutilized parcel within the identified Regional Commercial Centre.

PPS POLICY	POLICY	RESPONSE
		The estimated ratio of residents and jobs per hectare under the proposed development is 84.1 people + jobs/hectare. The proposed ratio meets the intent of the city's employment land needs analysis of 80-120 people + jobs per hectare for transit supportive areas, such as the Walker Road corridors. The proposed intensification also meets the provinces minimum of 50 people + jobs per hectare providing moderate density without over intensifying the site.
2.4 Strategic Growth Areas		
2.4.1 General Policies for Strategic Growth Areas		
2.4.1.2	To support the achievement of *complete communities*, a range and mix of *housing options, intensification* and more mixed-use development, *strategic growth areas* should be planned: a) to accommodate significant population and employment growth; b) as focal areas for education, commercial, recreational, and cultural uses;	This proposal intends to support the achievement of complete communities through mixed-use development which will accommodate significant population and employment growth and support the surroundings as a focal area for commercial activity. The Subject Site is located within an area envisioned as a Regional Commercial Centre through Schedule J of the City of Windsor Official Plan.
2.8 Employment		
2.8.1 Supporting a Modern Economy		
2.8.1.1	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;	The development intends to support economic development and competitiveness in a Regional Commercial Centre by providing for an appropriate mix and range of uses on the site to create a complete community. The development permits a variety of commercial uses (including a planned Grocery Store, a drive-through commercial use, small scale retail, office, and other personal service uses) that will support a wide

PPS POLICY	POLICY	RESPONSE
	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.	range of economic activities accounting for the needs of existing and future businesses. The Subject Site is primarily surrounded by commercial uses with one industrial site (transit terminal) to the north and the CN Railway to the east. The mixed-use buildings have been located to the west of the site to limit any potential compatibility concerns.
2.8.1.3	In addition to policy 3.5, on lands within 300 metres of employment areas, development shall avoid, or where avoidance is not possible, minimize and mitigate potential impacts on the long-term economic viability of employment uses within existing or planned employment areas, in accordance with provincial guidelines.	The proposed development provides a compatible transition that minimizes potential conflicts with neighbouring industrial operations to the north and east, ensuring that the development is feasible and safe for future residents while protecting the operational role and economic function of major regional facilities. The transition from Industrial (north-east) to commercial to Mixed-Use (northwest corner) minimizes any impacts on the long-term viability of the few existing industrial sites surrounding the Site. The majority of the surrounding land uses are commercial in nature (north at Walker Road and Cabana Road East), automobile-oriented uses and large commercial plazas located to the south and west, respectively. The introduction of more commercial and limited Mixed-Use buildings will not negatively impact the few existing industrial uses.
2.8.2(2)	Planning authorities shall protect employment areas that are located in proximity to major goods movement facilities and corridors, including facilities and corridors identified in provincial transportation plans, for the employment area uses that require those locations.	The proposed development protects the long-term operation and economic role of nearby major goods movement facilities and corridors, specifically the Windsor International Airport (YQG) and the CN Railway. The Walker Road and Cabana Road frontages are currently designated Mixed-Use Centre and Mixed-Use Corridor respectively with an Industrial

PPS POLICY	POLICY	RESPONSE
		designation to the rear. The consolidation of the entire site to Mixed-Use Centre will not negatively impact or impede major goods movement along the Cabana and Walker Road corridors as those frontages already are intended for the proposed uses and will only provide additional retail support for employment uses using the corridor.
2.8.2(5) (a-d)	Planning authorities may remove lands from employment areas only where it has been demonstrated that: a) there is an identified need for the removal and the land is not required for employment area uses over the long term; b) the proposed uses would not negatively impact the overall viability of the employment area by: 1. avoiding, or where avoidance is not possible, minimizing and mitigating potential impacts to existing or planned employment area uses in accordance with policy 3.5; 2. maintaining access to major goods movement facilities and corridors; c) existing or planned infrastructure and public service facilities are available to accommodate the proposed uses; and d) the municipality has sufficient employment lands to accommodate projected employment growth to the horizon of the approved official plan.	The Subject Site is currently underutilized and its proposed transition to a mixed-use development fulfills an identified need for housing and commercial intensification within a designated Regional Commercial Centre, supporting the city's vision for a "compact urban village." The proposal ensures that sensitive residential uses do not jeopardize adjacent employment functions. A Sanitary Sewer Capacity Assessment confirms that existing municipal water, sanitary sewers, and stormwater infrastructure has sufficient capacity to accommodate the proposed development without requiring major expansions, ensuring the project is financially viable over its life cycle. This proposal optimizes an underutilized parcel within the urban structure to help meet the projected growth requirements while maintaining a sufficient overall supply of employment lands. The City currently has approximately 100 net hectares of serviced industrial lands and an additional 1000 gross hectares of serviceable lands in the Sandwich South area, just east of the Subject Site. As a result, the City has a long-term net surplus of industrial lands. The removal of approximately 7.3ha for commercial and mixed use development does not negatively

PPS POLICY	POLICY	RESPONSE
		impact the potential for employment growth. The Industrial designated lands that are to be removed have limited street frontage and are bound by existing big-box and retail plazas. The removal will not impact the overall function of the corridors and is a better fit in the context of land uses south of Cabana Road.
2.9.1	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 proposal facilitates the intensification of an underutilized site into a mixed-use community where residents can live, work, and shop in close proximity, thereby reducing the need for long-distance vehicle trips. The development leverages its location along two established public transit corridors (the South Windsor 7 and Walkerville 8) and two Class II Arterial Roads to promote transit as a viable alternative to private car ownership. The proposal features an internal sidewalk network and bicycle parking that connects to existing municipal rights-of-way and potential regional networks like the County Wide Active Transportation System (CWATS), encouraging walking and cycling to improve local air quality. By utilizing existing municipal water, sewer, and stormwater services, the proposal ensures a financially and environmentally sustainable use of resources, avoiding the carbon footprint associated with major new infrastructure expansions. The proposal incorporates landscaping and buffer elements to enhance the environment and supports the city's broader goals for energy-efficient neighborhood design.

PPS POLICY	POLICY	RESPONSE
3.0 Infrastructure and Facilities		
3.1 General Policies for Infrastructure and Public Service Facilities		
3.1.1	*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 Subject Site is strategically located in an area with existing servicing with adequate capacity to support the proposed development.
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.	The site is located at the intersection of Walker Road and Cabana Road East which are both classified as a Class II Arterial Road on Schedule F of the City of Windsor Official Plan. It makes efficient use of existing transit and transportation routes, ensuring the appropriate movement of people and goods through the major corridors. Supplementary to access to the road network, the site has access to two Transit Windsor transit routes via the South Windsor 7 and the Walkerville 8, promoting the ability for residents to have multi-modal transportation 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.	
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 site can be accessed via two Transit Windsor transit routes (the South Windsor 7 and the Walkerville 8). This strengthens the existing transportation corridor, promoting multi-modal transportation access for residents.

PPS POLICY	POLICY	RESPONSE
3.4 Airports, Rail and Marine Facilities		
3.4.1	Planning for land uses in the vicinity of *airports*, *rail facilities* and *marine facilities* shall be undertaken so that: a) their long-term operation and economic role is protected; and b) *airports, rail facilities* and *marine facilities* and *sensitive land uses* are appropriately designed, buffered and/or separated from each other, in accordance with policy 3.5.	The Subject Site is located within the Airport Operating Area and is adjacent to the CN Railway. A Noise and Vibration study was completed June 2025. No risk to the long-term operation and economic role of the Windsor International Airport or adjacent CN Railway is anticipated. CN Rail is satisfied with the proposed uses and has requested the inclusion of a 1.83m high chain-link fence along the east property line to buffer and deter trespassing on the rail property.
3.4.2	2. Airports shall be protected from incompatible land uses and development by: a) prohibiting new residential development and other sensitive land uses in areas near airports above 30 NEF/NEP; b) considering redevelopment of existing residential uses and other sensitive land uses or infilling of residential and other sensitive land uses in areas above 30 NEF/NEP only if it has been demonstrated that there will be no negative impacts on the long-term function of the airport; and c) prohibiting land uses which may cause a potential aviation safety hazard.	The proposal demonstrates consistency with these protective policies with consideration to acoustic compatibility, protection of approach surfaces, height and safety compliance, and operational safeguards. Ultimately the technical studies and conceptual design confirm that the redevelopment will have no negative impacts on the long-term function of the airport while contributing to the city's housing and commercial goals. The proposed mixed-use buildings have been strategically placed outside of the 30 NEF/NEP area surrounding the airport and all amenity areas will be maintained within the building to further meet the policies.
3.5 Land Use Compatibility		
3.5.1	*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.	A Noise and Vibration study was completed June 2025. The study confirms that the proposed development is feasible, and all applicable noise and vibration limits can be met with the recommendations provided. The areas of the site proposed for Mixed-Use buildings requires that a

PPS POLICY	POLICY	RESPONSE
		Record of Site Condition be completed to clear the site of any contaminants. Site remediation has been completed in the Combined Use Building area on the northwestern corner of the property. A Record of Site Condition (RSC) is being completed and will be submitted to the City when the applicant initiates Site Plan Control process.
3.6 Sewage, Water and Stormwater		
3.6.1	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. f) be in accordance with the servicing options outlined through policies 3.6.2, 3.6.3, 3.6.4 and 3.6.5.	A Sanitary Sewer Capacity Assessment by Valdez Engineering (updated May 2026) confirms that adequate municipal services are available to support the proposal. The development efficiently utilizes existing infrastructure that is: • Supported by existing water resources; • Is feasible and financially viable; • Is mindful of human, health and the natural environment; • Aligns with comprehensive municipal planning for existing infrastructure. The analysis confirms that the existing 250 mm diameter sanitary sewer has adequate residual capacity to accommodate the proposed development. The combined ultimate loading utilizes approximately 74% of the available sewer capacity, and no off-site sanitary sewer upgrades are required.
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	A Sanitary Sewer Capacity Assessment by Valdez Engineering (updated May 2026) confirms that adequate

PPS POLICY	POLICY	RESPONSE
	human health and safety. For clarity, *municipal sewage services* and *municipal water services* include both centralized servicing systems and decentralized servicing systems.	municipal services are available to support the proposal. Detailed design for any necessary Storm Water Management infrastructure will be completed during Site Plan Control.
3.6.8	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;	
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 proposed development will have an appropriate waste management system, which will be reviewed during the Site Plan Control Process.
4.1 Natural Heritage		
4.1.1	Natural features and areas shall be protected for the long term.	A Natural Site Features Inventory and Preservation Study was prepared by Dillon Consulting Limited, dated August 2025, to categorize and determine the quality of vegetation present on the site. A preliminary SAR screening was completed to determine SAR with potential to be present within the Project Location. The SAR assessment indicated that there is potential habitat for two snake species (Eastern Foxsnake and Butler's Gartersnake), based on the available habitat, MNRF consultation, and known nearby populations. An inventory of trees was completed on August 15, 20, and 21, 2025, and 130 trees were documented. To facilitate construction of the proposed development, 107 trees are required to be removed. A total of 23 trees are recommended for preservation during construction, however it should be noted that during detailed design, effort will be made to retain as many
4.1.2	The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.	
4.1.7	Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.	

PPS POLICY	POLICY	RESPONSE
		other trees as possible as landscaping trees.
4.6 Cultural Heritage and Archaeology		
4.6.1	Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.	A Stage 1-2 Archaeological Assessment was completed by TMHC Inc. in April 2025. All work met provincial standards, and no archaeological material was documented during the assessment. As such, no further archaeological assessment is recommended.
4.6.2	Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.	
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.	
4.6.5	Planning authorities shall engage early with Indigenous communities and ensure their interests are considered when identifying, protecting and managing archaeological resources, built heritage resources and cultural heritage landscapes.	
5.3 Human-Made Hazards		
5.3.2	Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no *adverse effects.*	The site is currently being remediated to support the mix of uses for Buildings 'A' and 'B'. A Record of Site Condition (RSC) will be provided as part of the Site Plan Control Approval process.

3.2 CITY OF WINDSOR OFFICIAL PLAN

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

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

The Subject Site is currently identified on the remaining Schedules as follows:

- **Schedule 'B' –** "Proposed Recreation Way" on Cabana Road East;
- **Schedule 'C' –** "Airport Operating Area";
- **Schedule 'C-1' –** "Archaeological Potential Zone" on parts of the subject lands;
- **Schedule 'F' –** "Class II Arterial" roads - Cabana Road East and Walker Road;
- **Schedule 'F-1' –** Abutting railway to the east; and
- **Schedule 'G' –** "Gateway" at Cabana Road East and Walker Road, "Civic Way" along Walker Road.

Our analysis concludes that the proposed redevelopment is consistent with the Windsor Official Plan 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	The proposed development supports efficient land use by utilizing an underdeveloped parcel for a mix of uses. It is located at the corner of Walker Road and Cabana Road East, two Class II Arterial Roads as identified by Schedule F of the City of Windsor Official Plan. This mixed-use, transit-oriented, walkable location fosters a compact development pattern with connectivity to nearby employment, commercial services, and pedestrian connections to transit. This reduces infrastructure expansion costs

OP POLICY	POLICY	RESPONSE
	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.	and supports walkability and public transit use.
3.3 Urban Structure Plan		
3.3.1.2.a	Regional Commercial Centres are a type of Major Activity Centre where commercial services are provided to residents across the city and region. This type of node also provides the location for serving the daily and weekly shopping needs of residents living within or near the node. Regional Commercial Centres may also function as employment centres providing population serving offices, retail, personal services and local institutions. In the future, these nodes should function as vibrant mixed-use commercial-residential neighbourhoods serving a higher density of population. Ideally, the predominant form of new or redeveloped housing should be medium and high-density residential buildings with ground floor and possibly second floor commercial uses and upper floor residential dwellings.	Driven by present-day planning best practice and guided by the vision for the growth of Regional Commercial Centres, the proposed development will provide two medium density Mixed-Use buildings with ground floor commercial, and upper floor residential dwellings. The mixed-use nature of the development creates a vibrant live-work approach to land use planning, bringing the population closer to population-related commercial uses. The remainder of the site will provide a range of office, retail, and personal service uses which will help foster a vibrant economy adjacent to compatible residential uses in the form of combined use buildings.
4.0 Healthy Community		
4.2 Objectives		
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 new style of housing through the introduction of two combined use buildings not currently available in the immediate area, ensuring that residents can remain in the community as they transition through different life stages, thus promoting long-term neighbourhood stability.
4.2.4.3	To encourage developments that adapt to changing resident needs.	The addition of new housing types and proximity to services ensure the

OP POLICY	POLICY	RESPONSE
		development can meet the evolving needs of residents, including families, professionals, and seniors. Walkability is a key attribute of this development, as it directly supports the higher density of housing types and the proximity to services. The design ensures that residents, whether they're families, professionals, or seniors, can easily access their daily needs on foot or other modes of transportation. The mixed-use buildings are key to the dynamic use of the site. By directly integrating live-work opportunities into the site, residents can significantly reduce their reliance on vehicles. This setup allows residents to reside close to their workplaces, or access essential services and amenities within walking distance. The internal sidewalk system further enhances this pedestrian-friendly environment. It creates a safe and convenient network for residents to navigate the entire site on foot, connecting homes to businesses, and recreational areas. This thoughtful design promotes a healthy, active lifestyle and fosters a strong sense of community by encouraging more chance encounters and interactions among residents.
6.0 Land Use		
6.5.2 Mixed-Use Centres		
6.5.2.1	The Mixed-Use Centre land use designation is intended for areas, which encourage multi-purpose shopping trips by providing for community or regional serving commercial uses. This land use designation applies to large sites where a number of uses can be accommodated according to a comprehensive development plan or nodal development at the	The proposed development is located within a Regional Commercial Centre. It is an area identified within the City of Windsor that encourages multi-purpose shopping trips for community and regional commercial uses. Further, it intends to function as a vibrant mixed-use commercial-residential

OP POLICY	POLICY	RESPONSE
	intersections of Controlled Access Highways and/or Arterial roads. Areas designated as Mixed-Use Centre will have high development standards to strengthen their role as community focal points and minimize any negative impacts on adjacent sensitive uses and the transportation system. These areas will evolve to become compact urban villages with a main street look of Medium and High profile mixed-uses supported by sustainable development practices, providing attractive and accessible places for diverse communities.	neighbourhoods serving a higher density of population (OP, 3.3.1.2.a). It is a large site that can accommodate a range of uses and support the future mixed-use vision of the Regional Commercial Centre. An Urban Design Brief (dated June 2025) was completed as part of this submission, which discusses the compatibility of the development with the surrounding uses, and how the design of the mixed-use buildings can complement the character of the surrounding area. Medium profile Mixed-Uses are proposed at the intersection of Walker and Cabana, introducing a 'compact urban village' feel to the built environment.
6.5.2.1	Uses permitted in the Commercial Centre Mixed-Use Centre land use designation will be primarily retail, wholesale store (added by OPA 58, 24 07 2006), entertainment, service oriented, and office uses which are combined in an integrated form of development.	The site introduces a mix of commercial uses, as well as residential units through medium profile combined use buildings.
6.5.2.2	Medium and High-Profile residential uses either as stand-alone buildings or part of a commercial-residential Mixed-Use buildings shall be integrated within the Mixed-Use Centres in a manner that creates a mixed-use community in a modern and attractive urban environment that is more pedestrian oriented with outdoor amenity areas and open space.	The proposal promotes the integration of medium profile residential uses through the proposed combined use buildings. A sidewalk network is proposed across the site, allowing on-site pedestrians and off-site pedestrians accessing the site through Cabana Road East and Walker Road to comfortably access surrounding commercial amenities. All commercial traffic can be directed away from the existing residential uses along Riberdy Road, by directing traffic from the site through the new driveway along Cabana Road, the new right-in/right-out driveway along Walker Road
6.5.2.3	Mixed-Use Centres will be developed so as to promote the integration of uses, encourage multi-purpose shopping trips and minimize the conflict between commercial use and residential and other sensitive uses. Mixed-Use Centres may include either: a) shopping centres or uses which function as a unit, often with common or connected parking facilities; or	

OP POLICY	POLICY	RESPONSE
	b) nodal development at the intersection of Controlled Access Highways and/or Arterial roads.	and the three (3) reciprocal access points with the neighbouring plazas. Reciprocal access is shared with the existing commercial plazas to the south and west, and reciprocal parking is shared within the site. This promotes the integration of uses across the Mixed-Use Centre. It supports nodal development at the intersection of two Class II Arterial Roads. The South Windsor 7 and the Walkerville 8 bus routes are accessible to the site, providing an opportunity for multi-modal transportation. Full municipal services are available to support the proposed development.
6.5.2.4	Mixed-Use Centre development shall be located where: a) there is direct access to Class I or Class II Arterial roads; b) full municipal physical services can be provided; (c) commercial related traffic can be directed away from residential areas; and d) public transportation service can be provided	
6.5.2.5	At the time of submission, the proponent shall demonstrate to the satisfaction of the Municipality that a proposed Mixed-Use Centre development is: a) feasible having regard to the other provisions of this Plan, provincial legislation, policies and appropriate guidelines and support studies for uses: 1. within or adjacent to any area identified on Schedule C: Development Constraint Areas and described in the Environment chapter of this Plan; 2. within a site of potential or known contamination; 3. where traffic generation and distribution is a provincial or municipal concern; and 4. adjacent to sensitive land uses and/or heritage resources; 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	The proposed development is suitable for the proposed OPA and ZBA and is feasible given the provisions of this Plan. Through the Stage 1 Consultation, a variety of reports are required to support the proposed amendments. The Subject Site is located within the Airport Operating Area as per Schedule C of the Official Plan. A Noise and Vibration study was completed June 2025. The study confirms that the proposed development is feasible, and all applicable noise and vibration limits can be met with the recommendations provided. The Subject Site was previously used for industrial and commercial uses. As a result, a Phase I ESA and RSC is required to permit the proposed mixed-use buildings. The Phase I and Phase II ESA reports as well as the remediation in the RSC area, has been completed. The remaining remediation in the non-RSC areas will be completed at the time of construction. All documents have been provided.

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	f) acceptable in terms of the proposal's market impacts on other commercial areas (see Procedures chapter).	A Record of Site Condition is required, which will be provided prior to Site Plan Control Approval. A Traffic Impact Study was completed as part of the submission package. Any recommended right-of-way improvements will be made at the time of construction and will be further reviewed and designed during the SPC process. A Sanitary Sewer Capacity Assessment, dated May 2026, was prepared. It notes full municipal services are available to support the proposal. The proposed development meets the City's requirements identified in Zoning By-law 8600 for on site parking, providing 877 parking spaces on site. The layout of the parking will serve all of the buildings and allow for multi-purpose trips across the site and neighbouring sites. An UDB was completed as part of the application package. The proposed low to medium-profile mixed use and commercial development at the intersection of Walker Road and Cabana Road East reflects a context-sensitive approach to intensification aligned with the City of Windsor's Official Plan and Intensification Design Guidelines. The site layout reinforces key urban design principles, with active frontages, internal circulation, and compatible massing strategies that enhance the site's role as a neighbourhood hub and regional gateway. The proposal prioritizes integration with the surrounding urban fabric, multimodal mobility, and long-term adaptability. The recommendations identified will be incorporated in building design during the SPC approval stage.

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		A Market Analysis (refer to Section 3.4.5 of this report) was completed for the proposed development. The proposed development strategically intensifies the site through a Commercial Mixed-Use designation, designed to capitalize on the "transformational growth" phase currently occurring within the Walker Road and Cabana Road trade area. By integrating 74 residential units in Building 'A' and Building 'B', the developer establishes a built-in "captured market" of residents; this internal population provides a guaranteed base of per capita expenditure that sustains the onsite businesses while simultaneously mitigating the competitive impact on other retail facilities across the city. Furthermore, the introduction of 18,381 m² (197,851 sq. ft.) of new retail and commercial space—headlined by a significant grocery anchor in Building 'D'—is specifically positioned to address a documented service gap in the localized trade area, ensuring the project captures a fair and sustainable share of regional consumer spending.
6.5.2.6	The following guidelines shall be considered when evaluating the proposed design of a Mixed-Use Centre development: a) the ability to achieve the associated policies as outlined in the Urban Design chapter of this Plan; b) the profile of the development results in a gradual transition from lower profile buildings to higher profile buildings and vice versa, on site and as it relates to buildings adjacent to the Commercial Centre Mixed-Use Centre site; c) motorized vehicle access is oriented in such a manner that commercial related traffic will be discouraged from using Local Roads where other options are available;	An Urban Design Brief (dated May 2025) was prepared to support the proposed development. The report outlines how the development will achieve the policies outlines in Section 8: Urban Design in this Plan. The development features a gradual transition in height towards the Walker and Cabana intersection, from the existing and proposed lower profile buildings to the proposed mixed-use towers. This creates a desirable street presence along Cabana Road East and will serve as a gateway to the Regional Commercial Centre.

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	d) pedestrian and cycling access is accommodated in a manner that is distinguishable from the access provided to motorized vehicles and is safe and convenient; e) the development design encourages and facilitates interaction between the Mixed-Use Centre and the adjacent area and enhances the function of the centre as a community focal point; f) the development design facilitates access via public transportation; g) the development design provides a street presence; and h) the provision of appropriate landscaping or other buffers to enhance: 1. all parking lots, and outdoor loading and service areas; and 2. the separation between the use and adjacent sensitive uses, where appropriate. i) 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.	Access is oriented in a way to optimally use the Class II Arterial Roads the site abuts providing safe and strategically located access to the site and connections to the surrounding areas. Pedestrian and cycling access will be accommodated in a manner distinguished from motorized vehicle traffic and identified during the Site Plan Control approval process. The site is well-serviced by the South Windsor 7 and Walkerville 8 bus routes. Additional landscaping and buffer elements will be detailed during Site Plan Control.
6.5.2.7	Council shall require all development within areas designated as Mixed-Use Centre to be subject to site plan control, with the exception of Public Open Space uses.	The development will be required to obtain Site Plan Control approval, ensuring that all design, servicing, and access elements align with municipal requirements and are properly executed.
7.0 Infrastructure		
7.1 Goals		
7.1.2.3	Optimal use of existing infrastructure; An accessible, affordable and available transportation system	Walker Road and Cabana Road East are both Class II Arterial Roads, which have the capacity to accommodate the increased traffic generated by the development. Minor adjustments to the existing Walker and Cabana intersection, including the addition of turn lanes and signalization timing adjustments, may need to be considered to support

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		increased traffic from this development and increased use of the area. The site is well-served by the South Windsor 7 and Walkerville 8 bus routes, providing residents and visitors 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 upgrades and ensuring a cost-effective approach to accommodating the 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 variety of commercial, institutional, and recreational services, such as commercial plazas, schools, grocery stores, allowing residents to access essential amenities within walking or cycling distance. 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	

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	(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.	
7.2.6.19	All proponents of development may be required to complete a Traffic Impact Study to support the feasibility of a proposal, and if feasible, identify appropriate traffic management measures, in accordance with the Procedures chapter of this Plan.	A Traffic Impact Study, dated July 2025, and updated in January 2026 was prepared to assess the transportation impacts of the proposed development and provide recommendations on infrastructural improvements to support anticipated levels of traffic on the site. Details on the identified traffic management measures are discussed through **Section 3.4.4** of this Planning Justification Report.
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 sustainable but also minimizes costs associated with extending new infrastructure, while fully integrating into the existing municipal system.
7.3.1.3	To maximize and optimize the use of existing infrastructure and corridors prior to the extension and creation of new ones.	
7.3.2.3	Council shall require all new developments to have full municipal infrastructure available, or agreements in place to provide such infrastructure, as a condition of approving a development proposal.	
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	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,

OP POLICY	POLICY	RESPONSE
	sense of place within Windsor and its neighbourhoods.	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.
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. Site-specific details, including materials, lighting and signs, will be further discussed during Site Plan Control.
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	The development is complimentary to the surrounding area, acting as an appropriate transition between low density residential and commercial uses to the north and the industrial uses to the east and far south. Parking has been oriented interior to the site to improve the streetscape. This design ensures a seamless integration with the neighbourhood while fostering a functional and sustainable urban environment. Site-specific details to encourage the creation of an attractive residential streetscape, including materials, lighting and signs, will be further discussed during Site Plan Control.

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	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)	
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.

This development complies with the land use policies outlined in the Mixed-Use Centre designation and aligns with the vision for the surrounding area as described in the Plan (refer to **Appendix A – Planning Policies**). As a result, the applicant is requesting an amendment to redesignate the entire site to the Mixed-Use Centre designation.

3.3 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 split-zoned Commercial District 3.3 (CD3.3), and Manufacturing District 1.2 (MD1.2). The existing zones do not permit combined use buildings on the property. As such, a Zoning By-law amendment is requested to rezone the entire Subject Site to the Commercial District 3.6 (CD3.6) zone. The proposed development conforms with all provisions of the CD3.6 zone (refer to **Table 2**).

3.4 PLANNING ANALYSIS AND CONSIDERATIONS

The proposed Official Plan and Zoning By-law amendments are consistent with the Provincial Planning Statement and the City of Windsor Official Plan policies by encouraging the future growth of the

community, while providing an opportunity for a greater diversity of housing types and uses in the area. The proposed development is compatible with surrounding land uses.

3.4.1 Site Suitability

The Subject Site is located within a predominantly mixed commercial area, west and south of the property. Big box retail (Canadian Tire, The Real Canadian Superstore, Costco Wholesale and Home Depot) and large retail plazas (Walker Way Forum, Ferrari Plaza and Walker Square) located within 500 m of the site, are similarly zoned Commercial District 3.3 (CD3.3) and Commercial District 3.6 (CD3.6). The proposed development plans to provide additional opportunities for retail and commercial business, similar to those in the surrounding area under the CD3.6 zone, as well as introduces multi-unit apartment dwellings within combined use buildings.

The expanded use of the site through infill development is economically and socially desirable, promoting a mix of uses in an area capable of supporting an increase of residential density. The development is not within the trajectory of the Airport's approach surfaces (refer to Error! Reference source not found.**8**) and makes conscious efforts to direct residential uses away from sources of noise and vibration pollutants such as the CN Railway, and the Windsor International Airport (YQG). The location of the proposed development is appropriately situated in a Regional Commercial Centre, intended to be a focus for commercial and residential growth in the City of Windsor.

The proposed development is located within a settlement area and is surrounded by existing commercial uses (refer to **Figure 5**). The proposal is considered compatible with the surrounding area in terms of scale, massing, height and setbacks. Direct and reciprocal access will provide vehicular connections to the rights-of-ways and adjacent developments in a safe and efficient manner. Existing infrastructure, including sanitary, storm, and water, can be utilized and allows for the proposed infill development to occur without the requirement of new infrastructure or servicing constraints.

3.4.2 Land Use

The Mixed-Use Centre designation is intended for areas which encourage multi-purpose shopping trips. It applies to large sites where a number of uses can be accommodated. Cumulatively, the Subject Site is 7.3 ha (18.05 ac) and proposes 6 structures; two of which being Mixed-Use buildings. Though Building 'E' intends to support one commercial use (Grocery Store), the remaining buildings will feature a mix of commercial uses. Through the use of reciprocal access points to adjoining commercial areas, the site design is consistent with the intention of the Mixed-Use Centre designation.

The Site is identified as a "Gateway", abuts a "Civic Way" on Schedule G, and is within a "Regional Commercial Centre" on Schedule J.

As a gateway that abuts a Civic Way, the development has an opportunity to:

- Welcome new users of the space by inviting a mix of uses on the site;
- Create a memorable landmark with attention to urban design elements to be discussed through Site Plan Control; and

- Contribute to the social, cultural, historic or thematic character of the area by contributing to the style and feel of the area.

The Site is wholly contained within a Regional Commercial Centre. The proposed OPA intends to match the intent of the Urban Structure Plan, permitting for a similar scale of commercial uses that are present the consolidated site (refer to **Section 2.0**). The mixed-use buildings provide an opportunity to expand the area's residential capacity and contribute to the vibrancy of the area, which is encouraged for the continuous development of Regional Commercial Centres.

In addition to the commercial uses, Combined Use Buildings are permitted within the CD3.6 zone. This proposal complies with all provisions of the CD3.6 zone and is consistent with the surrounding area.

3.4.3 Site Condition

The Site has been used for a variety of industrial and commercial purposes, including a former car wash, hotel and transport truck terminal. With the introduction of the proposed combined use buildings, a Record of Site condition is required prior to development on the site. Site remediation has been completed and is being reviewed by the Ministry. Copies of the completed Phase I and Phase II ESA and Addendum #1 are included as part of this submission. The final Record of Site Condition approval will be provided as part of the future Site Plan Control submission.

3.4.4 Transportation and Mobility

Cabana Road East and Walker Road are classified as Class II Arterial Roads and are well suited to support the increased traffic from the proposed mixed-use development. Reciprocal access will be utilized between the Subject Site and neighbouring commercial developments, which promotes integrated commuter transportation patterns and ease of access. The development provides a surplus of parking which allows the site to support an influx of use at peak hours, special commercial-related events, and overflow parking for the residential uses.

The Subject Site is located along the Walkerville 8 and the South Windsor 7 Bus Corridors, which circulate pedestrians and residents between the Windsor International Transit Terminal, the Windsor International Airport, St. Clair College and Hotel Dieu Grace Healthcare. These routes provide public access for cross-jurisdictional travel (through the Windsor International Transit Terminal and the Windsor International Airport), making the location desirable to support a mix of uses.

A Traffic Impact Study, updated January 2026, was prepared to assess the transportation impacts of the proposed development and provide recommendations on infrastructure improvements to support anticipated levels of traffic on the site. The following recommendations were provided to be discussed with the City prior to Site Plan Control Approval:

- Traffic signal timing adjustments along the Cabana Road East and Walker Road should be made to reflect east-west traffic growth;
- Opportunities to provide right turn lanes or other measures to increase intersection capacity at the Cabana Road East and Walker Road intersection;

- At the site access intersection on Cabana Road, northbound and westbound left turn lanes should be provided;
- The site access on Walker Road should be limited to right turn movements only to mitigate against interactions with northbound queues at Cabana Road;
- At the Walker Road and Home Depot signalized intersection, which will serve as an interconnecting driveway leading to the site, a southbound left turn phase should be added. The design of the existing drive aisle should be reviewed to ensure that it can accommodate the growth of traffic generated by the Subject Site, as well as accommodating pedestrian activity, in a safe and efficient manner; and
- At the Walker Road, Legacy Park Drive and 7th Concession intersection, the construction of the new east-west arterial should include dual southbound and westbound left turn lanes, and northbound, westbound and southbound right turn lanes.

Full design of the road improvements will be completed as part of the Site Plan Control approval process. Through Site Plan Control approval, any Active Transportation improvements recommended through the Traffic Impact Study, including identifying locations for bicycle parking and refining the internal pedestrian walkways will be designed.

3.4.5 Market Impact Analysis

As required in the City of Windsor's Official Plan, a Market Impact Analysis has been completed to determine if the proposed development is feasible and identify any land use issues that may arise. The proposed development has been assessed and meets the intent of the planning policies while not negatively impacting the surrounding commercial uses.

3.4.5.1 Site Location

This location is optimal for high-traffic retail because:

- **Accessibility**: It is bounded by Riberdy Road, Cabana Road, and Walker Road, providing multi-point access for transit and vehicles; and
- **Existing Context**: The site is surrounded by existing industrial and commercial uses, making it a logical infill redevelopment that intensifies an established commercial node.

3.4.5.2 Proposed Retail Uses

The proposed development shifts from traditional standalone retail to a Commercial Mixed-Use model. The development identifies specific use types to meet diverse market demands:

- **Anchor Retail**: A large Grocery Store (Building 'D');
- **Mixed-Use Residential**: Building 'A' and Building 'B' include ground-floor commercial space with residential units above (e.g., 54 units in Building 'A'); and
- **Commercial Diversity**: Includes a "Commercial Bar" (Building 'B') and various other commercial buildings (Buildings 'E' and 'F'). With the composition of surrounding and nearby retail already comprising a strong mix of branded retail, it is expected that the proposed development will have a similar composition of retail mix weighted towards branded or franchised retail businesses with a

component of local independents. This resulting mix would therefore have a very low impact on existing branded and franchised retailers in the local area.

3.4.5.3 Competitive Environment

The development acknowledges the existing retail environment by integrating with "Existing Commercial" properties nearby. By providing mixed-use rather than purely commercial, the development reduces the risk of creating redundant vacant space and instead fosters a "live-work-shop" environment that supports the viability of neighboring businesses through increased local population density.

3.4.5.4 Market Demand and Need

The conceptual plan as presented provides the technical requirements for a Market Impact Assessment through its proposed site layout and summary:

- **Intensity**: The total building area provided is 18,381 m² (~198,000 sq. ft) signaling a significant investment in the local trade area;
- **Parking Infrastructure**: To support the forecasted market share and expenditures from both inside and outside the trade area, the plan provides 877 total parking spaces, matching the required capacity for high-volume retail and grocery services; and
- **Land Efficiency**: The concept plan includes a land conveyance of 2,731 m², suggesting coordination with municipal growth and infrastructure requirements.

3.4.5.5 Trade Area Demographics

To address the specific policy criteria for a Market Impact Study, the following data provides the required population, expenditure, and performance estimates for the illustrated trade area as of year end 2025, with data sourced to Manifold Data Mining Inc and summarized by FBM Architecture Ltd (Retail Impact Assessment Subject Matter Experts).

- **Trade Area Delineation**: The Trade Area for the proposed development is already pre-established by the concentration of existing retail nodes and anchors located within the immediate surroundings. Significantly, with many large format retailers along the Walker Road corridor such as Costco, Rona, Princess Auto, Winners, Home Depot and Canadian Tire, the site is positioned to capture transient spending from commuters traveling between the city core and the southern Essex County suburbs. Therefore, the proposed development would be inclusive of a trade area which is well in excess of a 30-minute drive time reaching conservatively Tilbury to the east and Kingsville to the southeast, as depicted in **Figure 6 – Trade Areas**.

Figure 6 – Trade Areas



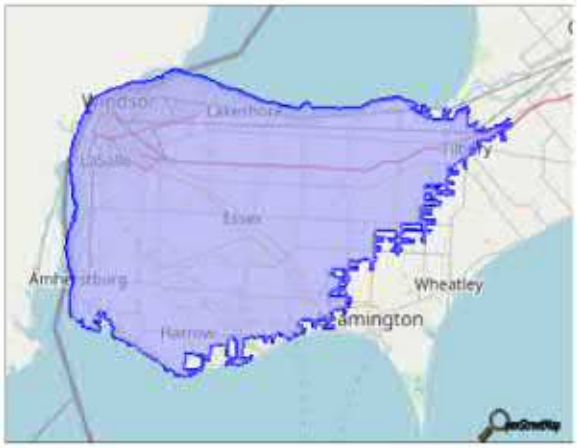
The identified trade area for the Walker Road at Cabana Road development is seeing a steady "transformational growth" phase as summarized below:

- **Trade Area Population (2025)**: Currently estimated at 445,903 residents;
- **Projected Growth**: The population is forecasted to reach 473,164 by 2030, reflecting an annual growth rate of approximately 1.18%; and
- **Regional Context**: Essex County is expected to grow by nearly 300,000 people over the next 30 years, requiring the construction of 1,430 new homes annually to meet demand.

Polaris FBM

Overview of Walker Road at Cabana Road - 30 Minutes - driving time

Population	
Total Population	445,903
Population with age 0-14	14.91%
Population with age 15-24	13.69%
Population with age 25-34	14.87%
Population with age 35-44	12.10%
Population with age 45-54	11.80%
Population with age 55-64	12.89%
Population with age 65+	19.74%
Land area (km²)	1,584.82
Inhabited area (km²)	1,477.35
Household	
Total number of households	171,150
Household size	2.57
Dwelling	
Percent: owners	71.90%
Percent: tenants	28.10%



Top Lifestyles

Cluster G - UP THE LADDER **18.61%**

- Young Families
- New Suburbanites
- Kids, Dogs & Station Wagons
- Dynamic Careers

Middle-class households in a busy life stage. Income ($112,058) and home value ($649,188) are slightly below the Canadian average. The household size is 2.45. 22.3% of them have a home language of French and many of them work in the trades, transport and equipment as operators. More Montreal dwellers have common-law couples and one-parent families with children at home. They spend more on healthcare supplies and bingos. In their precious leisure time, they read more about relationships, interior decorating, organic gardening, and woodworking. Occasionally they ski. They think an important part of their life and activities is dressing smartly. They enjoy being extravagant but think no-name products are as good as nationally advertised brands. They like to go out with friends and also have fun at home. They consider career as their first priority.

Cluster E - BUY ME A NEW HOME **11.85%**

- Double Earners
- Young Families
- Home Buyers
- Home & Garden

Double earners working hard for their homes (avg. value $824,660), they have an average income of $144,703. Household size 2.79, many of them have multiple-family households with relatives, and 5 or more people in a household (1.2X). 13% higher than average have a child care outside the home, they are white-collar workers likely residing in major cities, working in large companies, and more than 1.4X likely to be Chinese, Indian, Portuguese, or Greek. Besides paying off their mortgage, they spend more than average on mutual funds and stocks, their children?s education, and travel. They read about home improvement, business, best sellers, and sports. Their participation rate in skiing and golf is 14% higher than the average. They like to go out with friends and are easily persuaded. Shop more often than average at Amazon.

Cluster H - HIGH TRADES **9.68%**

- Skilled Trades
- Secondary Education
- Hardworking
- Family Oriented

Working urban families that reside in British Columbia, New Brunswick or Nova Scotia, many of them are British, French or Portuguese. Income of $98,378 and home value of $736,926. They are more likely to live in a detached duplex, lower apartment or movable dwelling with 2.28 in household size. Educational level in college or trades. They work more than average in art, culture, recreation, trades, sales and related production occupations, sports, and as heavy equipment and crane operators. They read about natural health and romance. They do home renovation. They may not spend a lot of time on personal grooming. They are open-minded to new products and admire brand names. Convenience is more important than price when shopping. They pay attention to women's rights. They are more likely than average to do e-commerce and shop online.

3.4.5.6 Spending & Market Share

The following profile summary (**Table 3 - Spending and Market Share Profile**) illustrates the overall trade area penetration of the Walker Road corridor. Consequently, if considering market share necessary to support additional retail/commercial at the proposed site, the rates would be very low and thus limited impact on the surrounding retail offering. Consumer spending in the region has rebounded in early 2026, though it remains sensitive to inflation and interest rates.

To further support the overall project feasibility, household spending for the overall trade area was aggregated into retail-relevant categories suitable for a retail impact assessment. The retail spending table highlights annual expenditure per household. This table is shown as an important input to estimating the available size of the market against which the proposed development's envisioned retail commercial floorspace of approximately 198,000 sq. ft. could be quantified.

At a very high level, if the 198,000 sq. ft. retail program as proposed performed at an average retail sales productivity of $400 per sq. ft., the resulting retail sales could be $79,140.576. If the former trade area spending were aggregated based on the categories, the total size of the retail market would be $4.4 Billion (excluding health care/medical services and automotive categories). Therefore, the proposed development at a high level would only require a 1.7% market share of the total trade area spending potential. This is considered reasonable and feasible for the project.

The addition of 18,381 m² (197,851 sq. ft.) of retail/commercial gross buildable area allows the development to capture a reasonable and fair share of the expenditure, particularly through the large grocery anchor (Building 'D'), which is seen to fill a gap in the more localized trade area. Of particular importance is the grocery sector performance whereby grocery spending has become a primary driver of retail traffic. Despite broader market resets, core retail sales for grocery and conveniences continues to rise, though consumers are increasingly prioritizing "value" formats.

In summary, the trade area and all-encompassing region for the Walker Rd corridor demonstrates strong, stable household spending with a clear orientation toward Grocery, Conveniences & Pharmacy purchases ($7,405 per household), Home Improvement & Gardening ($3,306 per household), Quick Service Food & Beverage ($2,058 per household) and Fashion & Accessories ($1,874 per household). Comparatively, lower restaurant spending ($1,551 per household) compared to Grocery suggests a population that cooks at home, making grocery-anchored retail centers a high-potential opportunity as envisioned for the project mix.

Table 3 - Spending and Market Share Profile

Merchandise Spending Category	Walker Rd at Cabana Rd 30-Minute Drive Time Household Spending	Walker Rd at Cabana Rd Trade Area Aggregate Spending
Grocery & Convenience	$6,650	$1,138,179,007
Pharmacy	$755	$129,155,016
Alcohol & Tobacco	$1,427	$244,197,822
Personal Services	$2,404	$411,480,231
Health Care & Medical Services	$461	$78,897,173
Fashion & Accessories	$1,874	$320,730,770
Jewelry	$156	$26,642,819
Beauty & Personal Care	$862	$147,496,928
Home Furniture & Décor	$932	$159,483,489
Appliances & Electronics	$1,333	$228,189,003
Home Improvement & Gardening	$3,306	$565,906,662
Books & Media	$639	$109,425,980
Sporting Goods	$304	$52,114,672
Toys & Hobbies	$236	$40,397,207
Specialty Retail	$802	$137,245,975
Quick Service F&B	$2,058	$352,310,985
Restaurants & Pubs	$1,551	$265,479,284
Arts & Entertainment	$214	$36,688,513
Fitness & Leisure	$315	$53,840,170
Auto Parts & Accessories	$1,618	$276,836,980
Auto/RV/Motorsports Dealerships	$3,081	$527,263,835
Auto Fuel	$1,818	$311,103,043
TOTAL	**$32,796**	**$5,613,065,564**
TOTAL (excluding Health Care/Medical Services & Auto)	**$25,819**	**$4,418,964,533**

3.4.5.7 Policy Compliance Summary

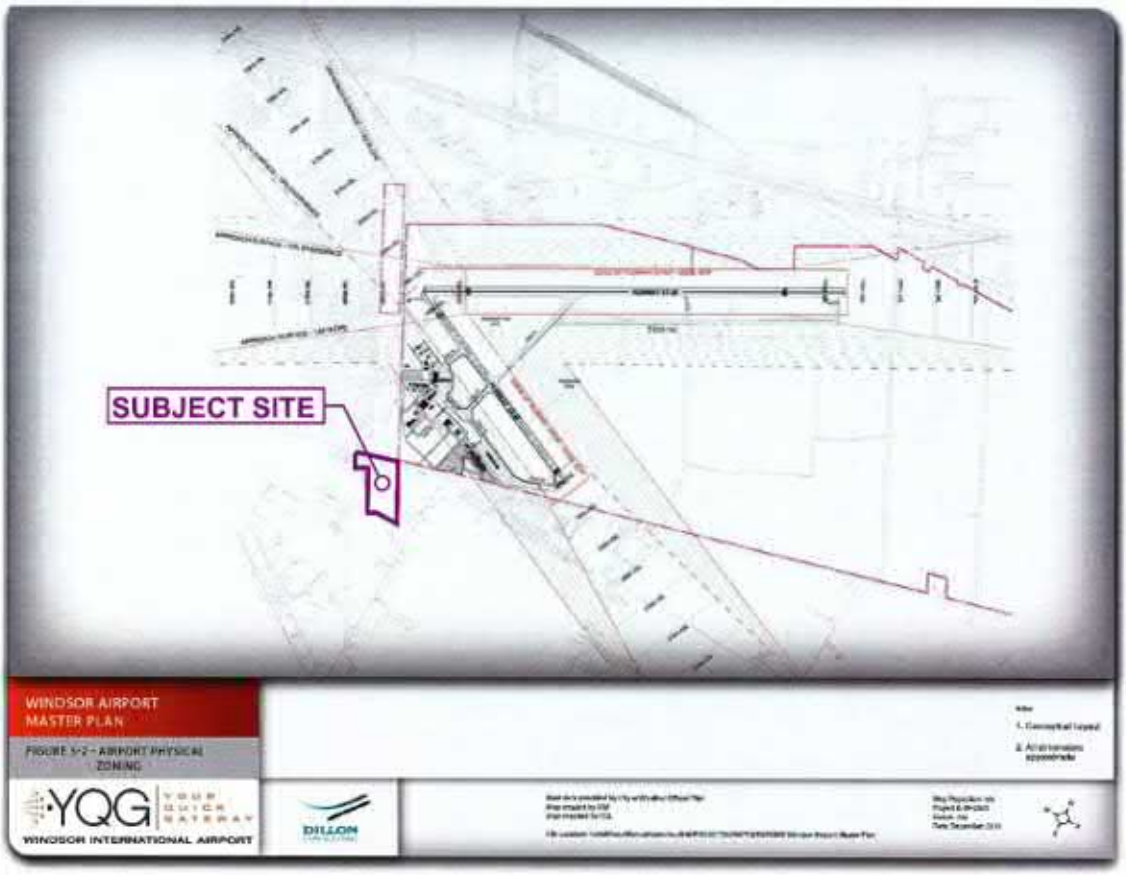
The proposed plan addresses these requirements by intensifying the site to a Commercial Mixed-Use designation. By including 54 residential units in Building 'A' and additional units in Building 'B', the developer creates a "captured" market—residents who will provide guaranteed per capita expenditure for the onsite grocery and commercial businesses, thereby reducing the "impact" on competing retail facilities elsewhere in the city.

3.4.6 Windsor International Airport (YQG)

The Subject Site is located within the Airport Operating Area as shown on Schedule C of the City's Official Plan (refer to **Section 3.2** of this report). Development within this area requires consideration of building height and reflective surfaces to ensure compatibility with airport operations.

Two combined use buildings are proposed beyond the scale of surrounding area, at 4 storeys (Building 'A' and 'B') (refer to **Section 1.2** of this report). The extent of the Airport's approach surfaces, shown in Error! Reference source not found.**7**, do not overlap the site. As such, the proposed rezoning to a consistent CD3.6 would not negatively impact airport operations.

Figure 7 - Airport Physical Zoning



Source: Windsor International Airport Master Plan (2010), figure prepared by Dillon Consulting Limited dated December 2010

3.4.7 Urban Design

An Urban Design Report, dated July 2025, was completed, demonstrating the desirability of the development to act as a catalyst for lasting positive change in the neighborhood. Seeking support through Site Plan Control, this development has an opportunity to employ key urban design strategies, including but not limited to:

- Establishing multimodality as a defining feature of the Mixed-Use Centre by:
    - adopting the feel and style of the existing sidewalk network to connect the mix of uses proposed across the site;
    - branching out the site's interconnectivity to link to the broader active transportation network in the surrounding area;
    - connecting to the existing public transportation network linked to a broader international system operated through Transit Windsor and partners;
    - providing opportunities to accommodate cyclist traffic to the Mixed-Use Centre;
    - enabling regional connectivity with the potential to be linked to the County Wide Active Transportation System (CWATS) under development by the neighbouring County of Essex (within 2000 m of the southern boundary of the site and 1000 m of the Regional Commercial Centre); and
    - improving the Regional Commercial Centre's accessibility to the Windsor International Airport (YQG), expanding the sidewalk network towards the Terminal and the Canadian Aviation Museum.
- Providing a visual buffer to the existing rail corridor from the Regional Commercial Centre;
- Using an opportunity for infill development to establish appropriate massing, orientation and landscape design in a modern, activating way; and
- Developing modular spaces to support a range of uses across the site.

Unifying the site through a consistent Mixed-Use Centre designation and Commercial District 3.6 (CD3.6) zone presents an opportunity to grow the Regional Commercial Centre in a uniform, cohesive way. It represents responsible infill development, considering the needs of the area to promote desirable, community-building design through an interconnected mixed-use layout.

3.4.8 Noise and Vibration

The noise and vibration impact of abutting uses - the CN Railway and the Windsor International Airport (YQG) – were considered in conceptualizing this proposed development. The combined use buildings have been located at the northwest corner of the Subject Site, adjacent to the Walker Road and Cabana Road East intersection to reasonably separate the residential use from the rail line and airport (500 m), mirroring the distance from these uses by the existing residential uses to the north. Commercial uses proposed on the site maintain a 15.5 m setback from CN rail, similar to those maintained at both the Canadian Tire and Value Village buildings located directly south of the Subject Site.

Figure 8 - Airport Noise Exposure Forecast Contours



Source: Windsor International Airport Master Plan (2010), figure prepared by Dillon Consulting Limited dated December 2010

A Noise and Vibration Study was completed by Dillon Consulting Limited (dated June 2025) and supports the proposed development and provided the following transportation and stationary noise recommendations:

- Construct glazing components of Buildings 'A' and 'B' conforming to the identified Sound Transmission Class (STC) ratings in the Noise and Vibration Study (dated June 2025);
- Including Central Air Conditioning and a Type 'D' warning clause for Building 'A';
- Including Central Air Conditioning and a Type 'C' warning clause for Building 'B'; and
- A Noise Impact Assessment be completed by a qualified practitioner of the proposed development on the surrounding noise-sensitive locations as well as the overall site, once detailed mechanical plans are available.

Any relocation of the mixed-use buildings (Buildings 'A' and 'B') would need to be reviewed by a qualified practitioner to ensure compliance with MECP D-6 and NPC-300 planning guidance documents.

Vibration recommendations were also identified in the report, outlined as follows:

- Residential uses (Buildings 'A' and 'B') as well as future vibration-sensitive commercial occupants or tenants to be maintained at distances greater than 75 m from the rail spur line; and
- That a Vibration Impact Study to be completed by a qualified practitioner in the future if any vibration-sensitive buildings are to be relocated within 75 m of the CN rail spur line.

Although amenity space is not detailed on the conceptual development plan, the applicant intends to include 888 m2 of amenity space to comply with the Commercial District 3.6 (CD3.6) zone. The location of this amenity area will be located within Buildings 'A' and 'B'. Should the location of the amenity areas change to be located outside of the buildings, the Transportation Noise Assessment will be updated to reflect the location of this amenity area.

3.4.9 Sanitary Sewer Capacity and Stormwater Management

A Sanitary Sewer Capacity Assessment by Valdez Engineering (updated May 2026) confirms that adequate municipal services are available to support the proposal. The development efficiently utilizes existing infrastructure without requiring major expansions, aligning with responsible planning principles.

The analysis confirms that the existing 250 mm diameter sanitary sewer has adequate residual capacity to accommodate the proposed development. The combined ultimate loading utilizes approximately 74% of the available sewer capacity, and no off-site sanitary sewer upgrades are required.

A Stormwater Management Report was completed by Valdez Engineering (dated February 2026) to provide a functional-level assessment of the current and proposed stormwater conditions and requirements. The proposed stormwater management plan for the development is technically feasible and meets the City of Windsor's requirements for planning and zoning approvals by ensuring post-development runoff is controlled to pre-development 2-year peak rates. Minor storm events will be managed through conceptualized underground storage components, while major events, including 5-year and 100-year storms, will be safely accommodated via overland flow routes and temporary on-site storage to prevent adverse impacts on adjacent properties and downstream infrastructure. Additionally, the plan incorporates climate change resilience through Urban Stress Test considerations, with detailed hydraulic modeling, grading refinements, and final regulatory approvals scheduled for completion during the site plan and detailed design stages.

3.4.10 Public Information Centre

Dillon Consulting Limited hosted a Public Information Centre (PIC) on Tuesday July 15th, 2025, at Lexington Inn & Suites Windsor between 5:30pm to 7:00pm. The event was conducted in an open house, drop-in format, with display materials available for viewing and project representatives on hand for discussion and was also offered virtually. In accordance with the Planning Act, notice of the PIC was provided by mail to landowners within 120 metres of the Subject Site, 20 days in advance of the meeting.

Four (4) total attendees participated in the consultation process. No concerns were raised or submitted to the project email to be considered in the next planning application stage.

A Public Information Centre Engagement Summary dated July 2025 has been prepared and supplied under separate cover.

3.4.11 Natural Site Features Inventory and Preservation Study

A Natural Site Features Inventory and Preservation Study was prepared by Dillon Consulting Limited, dated August 2025, to categorize and determine the quality of vegetation present on the site.

Of the inventoried trees, 107 trees are required to be removed to accommodate the proposed development. Of the 107 trees to be removed, 90 are in good condition, 8 are in fair condition, 2 are in poor condition, and 7 are dead. Of the inventoried trees, 23 are recommended to be preserved.

Compensation for tree removals in the form of landscape trees (e.g., within parks, lots, or boulevards) and/or restoration plantings on-site or off-site may be required. Compensation plantings should be monitored periodically after construction to ensure survival. Should tree condition decline, necessary steps should be taken to ensure that the impacted trees are restored or replaced.

To minimize the impact of adjacent construction work, a Tree Protection Zone (TPZ) should be established for each tree to be retained. The intent of a TPZ is to protect a tree's roots and soil to ensure impacts on overall health and stability are minimized. Post-construction tree maintenance methods will be used as required to repair any damage caused to trees by construction activities.

The complete results and recommendations have been summarized in a report submitted under separate cover.

3.4.12 Good Planning

The proposal represents good planning as it promotes and encourages a healthy, liveable community contributing to the guiding principles of the PPS, Windsor OP.

The proposed mix of uses represent a development pattern supported by the City's vision for Mixed-Use Centres. The proposed development will blend well with the existing residential uses, while providing a natural extension of low scale development within a secondary settlement area. The proposed uses are consistent with the policies outlined in the PPS and Windsor OP and represent good planning.

4.0 CONCLUSIONS

The proposed Official Plan and Zoning By-law Amendments for the collection of properties located on the southeast corner of Walker Road and Cabana Road East are appropriate, and should be approved by City Council as it:

- Is consistent with the PPS;
- Meets the intent and purpose of the City of Windsor Official Plan;
- Is a site that is physically suitable for the type and scale of development;
- Will not negatively impact the surrounding residential, commercial, and industrial areas;
- Will be integrated into the local multi-modal transportation network;
- Will not have negative impacts on municipal services;
- Will not have negative social, environmental, or economic impacts;
- Will have favourable economic impacts for the City of Windsor by strengthening a Regional Commercial Centre; and
- Will have favourable positive impacts for the City of Windsor by providing new opportunities to diversify the housing mix in an established multi-modal accessible area.

For the above reasons, it would be appropriate to support the proposed Amendment to the City of Windsor Official Plan and the proposed Zoning By-law Amendment to permit the mixed-use development including the introduction of combined use buildings at the intersection of Cabana Road East and Walker Road. This report demonstrates that the proposal is suitable and will not negatively impact the 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

Development Applications

Office of the Commissioner of
Economic Development
Planning & Development Services

PLANNING CONSULTATION STAGE 2 APPLICATION

INSTRUCTIONS

Revised 2025 March 3. This application and all submitted documents are confidential.

You must have a valid Planning Consultation Stage 1 Letter or written confirmation from Planning & Development Services to submit a Planning Consultation Stage 2 Application.

Include all documents listed as required in the Planning Consultation Stage 1 Letter including a Deed or Offer to Purchase, and a Conceptual Site Plan.

Submit drawings or plans in JPG and PDF format. Submit all other documents in Word and PDF format. Flatten all PDF documents with no layers. Hand drawn plans will not be accepted.

Read, complete, and sign the application in full. An incomplete application will be returned. Do not make payment until given instructions to do so - any payment made before the application is deemed complete will be refunded or returned. Do not email the application and documents to a staff planner.

Submit the application & supporting information to the Senior Steno Clerk, Planning & Development Services, Suite 210, 350 City Hall Square West, Windsor ON N9A 6S1 or planningdept@citywindsor.ca

After 60 days of inactivity the application will be terminated without notice.

FEE

Code 72337 - **See the Planning Consultation Stage 1 Letter for the Planning Consultation Stage 2 Fee.** Fees subject to change. Payment options will be provided when the application is ready to be deemed complete.

PLANNING CONSULTATION PROCESS: STAGE 2

The purpose of Stage 2 of the Planning Consultation process is to circulate the required documents listed in the Planning Consultation Stage 1 Letter to the appropriate department or agency for their review and comment.

You will receive a Planning Consultation Stage 2 Letter that will invite you to submit the listed Planning Act applications and that will indicate if the submitted documents require revisions or are acceptable.

If revisions to the submitted documents are required, the letter will indicate the nature of those changes and the contact information of the person responsible for reviewing the document. Information for other processes may also be provided.

The Planning Consultation Stage 2 Letter is valid for one year.

CONTACT INFORMATION

Planning & Development Services
City of Windsor
Suite 210 - 350 City Hall Square West
Windsor ON N9A 6S1

Telephone: 519-255-6543
Fax: 519-255-6544
Email: planningdept@citywindsor.ca
Web Site: citywindsor.ca

PLANNING CONSULTATION STAGE 2 APPLICATION

1. APPLICANT AND AGENT INFORMATION

Provide the full name of the Applicant and Agent, including the name of the contact person, and address, postal code, phone number, fax number and email address. If the Applicant is a numbered company, provide the name of the principals of the company. If there is more than one Applicant copy this page, complete in full and submit with this application.

APPLICANT

Name: LBI Developments Inc. Contact: Ray Pittao

Address: 4072 Walker Road, Windsor, ON

Address: _____ Postal Code: N8W 3T5

Phone: 519-969-0152 Fax: _____

Email: andreap@mdirect.net

AGENT

Name: Dillon Consulting Limited Contact: Melanie Muir

Address: 1 Riverside Drive West, 12th Floor, Windsor, ON

Address: _____ Postal Code: N9A 5K3

Phone: 519-791-2221 Fax: _____

Email: mmuir@dillon.ca

2. PREVIOUS APPLICATIONS

Indicate the file numbers of previous applications. If unknown, leave blank.

Plan of Subdivision or Consent:	NO	X	YES		File:
Official Plan Amendment:	NO	X	YES		File:
Zoning By-law Amendment:	NO	X	YES		File:
Site Plan Control:	NO	X	YES		File:
Minister's Zoning Order:	NO	X	YES		OR#:

PLANNING CONSULTATION STAGE 2 APPLICATION

3. SUBJECT LAND INFORMATION

Street address, roll number, legal description, ward, and zoning district information may be available at the following links: Public Property Inquiry and Mapp My City Apps - My City. Copy and paste the information into the appropriate fields below.

Street Address

Include Postal Code

2375 Cabana Road East, 2385 Cabana Road East, 0 Cabana Road East, 0 Cabana Road East, 2415 Cabana Road East, 4040 Walker Road and part of 4096-4128 Walker Road.

Roll Number

070-160-04600, 070-160-04700, 070-160-04500, 070-160-04802, 070-160-04809, 070-160-04808 and part of 070-160-04010.

Legal Description

Part Lots 12, 16, and 106, Concession 6; Parts 6 to 35 (incl.), 38, 42 to 47 (incl.), 12R-29481

Ward

9

Zoning

CD3.3, CD2.1 and MD1.2.

Dimensions

Metric Units

Lot Frontage / Width (m)	Lot Depth (m)	Lot Area (m^2)
81.5 m	Irregular	73,000 m^2

Current Uses

Also indicate how long uses have continued

Self-serve car wash (>20 years)
Motel (>20 years)
Logistics Office (>20 years)
Truck Storage (+/-10 years)

Former Uses

Check all that apply

- ☐ AGRICULTURAL
- ☒ COMMERCIAL
- ☒ INDUSTRIAL
- ☐ INSTITUTIONAL
- ☐ PARKLAND
- ☐ RESIDENTIAL
- ☒ VACANT
- ☐ OTHER: _____

Contamination

Is there reason to believe the subject lands may have been contaminated by current or former uses on the site or adjacent sites?

- ☒ YES
- ☐ NO
- ☐ UNKNOWN

If available, submit any Phase 1 or Phase 2 Environmental Site Assessment or any Record of Site Condition with this application.

An RSC is required to support Combined Use Buildings 'A' and 'B'.
Site remediation is currently underway. The RSC will be submitted prior to Site Plan Control.

PLANNING CONSULTATION STAGE 2 APPLICATION

4. PROPOSED DEVELOPMENT / PLANNING ACT PROCESS

Be as descriptive as possible. The more information you provide, the more comprehensive the feedback provided will be. Incorrect or incomplete information will delay processing. Include any conceptual floor plans, elevations, or renderings.

4A. Describe the nature and scope of the proposed development.

☒ See Planning Rationale Report- indicate page or section:

Please refer to section 1.2 of the Planning Justification Report, revised January 2026.

If the proposed development consists of multiple buildings, provide an overall total for Gross Floor Area, Parking Spaces (including Accessible & Bicycle), & Loading Spaces.
Use additional sheets for each building or attach a document that provides this information.

X	See Attached Document: Concept Plan, prepared by Dillon Consulting Limited dated February 2026

Number of Buildings:		Parking Spaces:	
Total Dwelling Units:		Accessible Parking Spaces:	
Gross Floor Area (m^2):		Bicycle Parking Spaces:	
Landscaped Open Space (m^2):		Loading Spaces:	
Building Height (m):		Building Height (storeys):	

4B. What Planning Act processes will you apply for? Check all that apply. Staff may determine that additional processes will apply - this will be listed in the Planning Consultation Stage 2 Letter. Site Plan Control (SPC) has a separate Planning Consultation process.

- ☒ Official Plan Amendment (OPA)
- ☒ Zoning By-law Amendment (ZBA)
- ☐ Plan of Subdivision (SDN)
- ☐ Part Lot Control (PLC)
- ☐ Plan of Condominium (CDM)
- ☐ Condominium Conversion

4C. For an Official Plan Amendment (OPA): Describe the amendment being sought. Indicate the land use designation you are requesting or Special Policy Area you are adding or amending.

☒ See Planning Rationale Report - indicate page or section:

Please refer to section 1.3.1 of the Planning Justification Report, revised January 2026

4D. For a Zoning By-law Amendment (ZBA): Describe the amendment being sought. Indicate what zoning district or site-specific provision you are requesting or amending. It is your responsibility to ensure compliance with applicable zoning provisions.

☒ See Planning Rationale Report - indicate page or section:

Please refer to section 1.3.2 of the Planning Justification Report, revised January 2026.

4E. For a Plan of Subdivision (SDN), Plan of Condominium (CDM), Condominium Conversion, or Part Lot Control (PLC): Attach a Conceptual Lotting Plan.

5. ACKNOWLEDGEMENTS

Processing of Application – I acknowledge that receipt of this application by the City of Windsor does not deem it complete, that further review will occur, that after 60 days of inactivity the City of Windsor may terminate the application without notice, and that once the application is deemed complete no fee will be refunded.

Confidentiality & Sharing of Information – I acknowledge that while this application and all material provided are confidential, the City of Windsor may share the application and material with external agencies to determine what supporting studies, documents, and information are required, and that the provisions of the Planning Act and the Municipal Freedom of Information and Protection of Privacy Act may apply.

Planning Consultation Stage 2 Letter & Required Information – I acknowledge that, unless otherwise stated or revised, the Planning Consultation Stage 2 Letter is valid for a period of one year from the date of the letter, that the Applicant will be required to provide all supporting studies, documents, and information identified in the Planning Consultation Stage 1 letter, and that it may be determined during the processing of a future *Planning Act* application that additional material must be provided.

Archaeological Resources – I acknowledge that if archaeological resources are found during grading, construction, or soil removal activities, all work must immediately cease, and that the City's Planning & Development Services, the City's Manager of Culture and Events, and the Ontario Ministry of Citizenship and Multiculturalism are notified and confirm satisfaction of any archaeological requirements before work can resume.

Human Remains – I acknowledge that if human remains are encountered during grading, construction, or soil removal activities, all work must immediately cease, and the site secured. The Windsor Police Service at 911 or the coroner must be contacted to determine whether the skeletal remains are human, and whether the remains constitute a part of a crime scene. The police or coroner will notify the Ontario Ministry of Citizenship and Multiculturalism and the Registrar at the Ministry of Government and Consumer Services if needed, and notification and satisfactory confirmation will be given by the Ministry of Citizenship and Multiculturalism.

PLANNING CONSULTATION STAGE 2 APPLICATION

Potentially Contaminated Site – I acknowledge that it is my responsibility to ensure that I comply with applicable legislation and guidelines and the City's Official Plan policies pertaining to potentially contaminated sites, and to use all reasonable effort to identify the potential for contamination on the subject land, and that as a condition of approval of this application the City may require me to file a Record of Site Condition ("RSC") signed by a qualified person in the Environmental Site Registry and provide verification to the City of acknowledgement of the RSC by the Ontario Ministry of the Environment, Conservation and Parks ("MECP").

I acknowledge that the City may require the qualified person signing the RSC to submit to the City a Declaration acknowledging that the City may rely on the statements in the RSC.

I acknowledge that the City is not responsible for the identification or remediation of contaminated sites, and I agree, whether in, through, or because of any action or proceeding for environmental clean-up of any damage or otherwise, I will not make claim against the City, its officers, officials, employees or agents for or in respect of any loss, damage, injury or costs.

Species at Risk – Ontario's *Endangered Species Act, 2007,* protects endangered and threatened species — animals and plants in decline and at risk of disappearing from the province.

I acknowledge that it is my sole responsibility as the Applicant to comply with the provisions of the *Endangered Species Act, 2007*. This could require me to register an activity, get a permit or other authorization from the Ministry of the Environment, Conservation and Parks (MECP) prior to conducting an activity that could impact an endangered or threatened plant or animal or its habitat.

I further acknowledge that any *Planning Act* approval given by the City of Windsor does not constitute an approval under the *Endangered Species Act*, nor does it absolve me from seeking the necessary authorization, approvals, or permits from the MECP prior to conducting any activity that may affect endangered or threatened plant or animal or its habitat.

For additional information contact MECP at SAROntario@ontario.ca or visit:

https://www.ontario.ca/page/development-and-infrastructure-projects-and-endangered-or-threatened-species

I acknowledge that I have read and understand the above statements:



Signature of Applicant or Agent

January 20, 2026

Date

☐ Applicant ☒ Agent

THIS IS THE LAST PAGE OF THE APPLICATION

ZONING BY-LAW AMENDMENT APPLICATION

INSTRUCTIONS

Verify that you are using the most current application form.

Section 1: Before this application can be submitted, you must complete both Stage 1 and Stage 2 Planning Consultation Applications.

Section 2: During the Stage 2 process, any required studies must be completed and submitted for review and comment. The final studies for Stage 2 must be included with this application and the proposal must remain unchanged.

Section 3: Provide the full name, address, phone number, fax number and email address of the applicant, agent, and registered owner. If any of these are a corporation, provide the full corporate name. Include the full name of the contact person. If there is more than one person, corporation, or registered owner, use additional sheets.

Section 4: Indicate if you are submitting other companion applications with this application. Please note that an application to amend the Official Plan or an application for Plan of Subdivision/Condominium are the only applications that will be accepted for processing concurrently with a Zoning Amendment.

Section 5: Provide information about the subject land. This information is used to determine supporting information requirements and to assist in the review of the application.

Section 6: Indicate the amendment, proposed uses and describe the nature and extent of the amendment being requested. Indicate why the amendment is being requested and how it is consistent with the Provincial Policy Statement and conforms to the City of Windsor Official Plan.

Section 7: If there are any existing buildings or structures on the subject land, provide the required information or submit a sketch, drawing or plan that shows this information.

Section 8: If you propose to build any buildings or structures on the subject land, provide the required information or submit a sketch, drawing or plan that shows the information.

Section 9: Indicate how the property is accessed. Check all boxes that apply.

Section 10: Provide information about water service, sanitary sewage disposal, and storm drainage.

Section 11: Provide a sketch of the subject land showing, in metric units, the items listed or indicate if this information is provided on an existing plan or a conceptual site plan.

Section 12: Please refer to the Stage 2 Planning Consultation letter for details regarding the fees needing to be paid.

Section 13: Explain your proposed strategy for consulting with the public with respect to the application.

Section 14: Complete and sign in the presence of a Commissioner of Taking Affidavits.

Other: Read, complete in full, and sign Schedules A & E.

Submit application form and supporting information to the Senior Steno Clerk at Planning & Development Services, Suite 210, 350 City Hall Square West, Windsor ON N9A 6S1 or planningdept@citywindsor.ca

Do not email the application and documents to a staff planner.

CONTACT INFORMATION

Planning & Development Services
Suite 210
350 City Hall Square West
Windsor ON N9A 6S1

Telephone: 519-255-6543
Fax: 519-255-6544
Email: planningdept@citywindsor.ca
Web Site: www.citywindsor.ca

ZONING BY-LAW AMENDMENT APPLICATION

ZONING BY-LAW AMENDMENT PROCESS

The application will be terminated without notice after 60 days of inactivity. The following is for your information only. Review the Planning Act and relevant regulations for statutory requirements. The processing of the application is subject to change. Direct all questions to the assigned Planner. The process is generally as follows:

1. The application is reviewed to ensure all prescribed and required information and the fee have been submitted. Within 30 days of the receipt of the application, you will be notified in writing that the application is deemed incomplete or complete.
2. If deemed incomplete, the application and fee will be returned. If deemed complete, fees are not refundable, the application is circulated to departments and external agencies for review and comment, and all submitted documents are made available to the public.
3. Following circulation, a draft staff report containing a recommendation and any conditions is prepared. The City Planner and other staff review the draft staff report.
4. When the staff report is approved by appropriate municipal staff, it will be scheduled for a future meeting of the Development and Heritage Standing Committee (DHSC).
5. The DHSC meeting is the public meeting required by the Planning Act. Public notice of the DHSC meeting is advertised in the Windsor Star, a local newspaper, at least 20 days in advance of the DHSC meeting. A courtesy notice may be mailed to property owners and/or tenants within 120 metres or more of the subject land.
6. 10 days prior to the DHSC meeting, the staff report is circulated to the applicant and DHSC members and made available to the public. All supporting documentation submitted by the applicant is available for review.
7. At the DHSC meeting, a staff planner may make a presentation. The applicant and other parties have an opportunity to provide verbal and/or written submissions. The DHSC may ask questions of staff, the applicant, agent, and other parties. The DHSC may decide to defer or recommend approval or denial of the application.
8. If deferred, the application along with any additional information or a new staff report will be considered at a future DHSC meeting. If recommended for approval or denial, the staff report, the minutes of the DHSC meeting, and the amending by-law are forwarded to City of Windsor Council for consideration at a future date. The applicant, agent and all interested parties will be notified by Council Services of the date, time, and location of the Council meeting. Call 311 or contact Council Services at 519-255-6211 or clerks@citywindsor.ca.
9. The application may be placed on the Consent Agenda of the Council Meeting, a part of the meeting where Council approves several matters with a single motion. If the application is not on the Consent Agenda, the staff planner may introduce the application, review the staff recommendation and any additional information provided to Council, and advise Council of any differences between the staff and DHSC recommendations. The applicant and other interested parties have an opportunity to make verbal and/or written submissions. Council may decide to approve, deny, or defer the application. If Council approves the application, the amending by-law may be approved at the same Council meeting, otherwise it will be approved at a future Council meeting.
10. When the amending by-law is passed, Council Services will mail a notice of the passing of the amending by-law to property owners and various public agencies within 15 days. There is a 20-day appeal period commencing the day after this notice is given. The notice will include the last day to file an appeal. An appeal is made to the Ontario Land Tribunal (OLT) through Council Services. If no appeal is filed, the amending by-law is final and binding as of the date of Council's passing of the by-law. Contact Council Services at 519-255-6211 or clerks@citywindsor.ca.
11. If the rezoning is subject to a holding symbol, it is the responsibility of the property owner to satisfy the conditions to remove the holding symbol, to apply, and to pay the fee to remove the holding symbol.

CONTACT INFORMATION

Planning & Development Services
Suite 210
350 City Hall Square West
Windsor ON N9A 6S1

Telephone: 519-255-6543
Fax: 519-255-6544
Email: planningdept@citywindsor.ca
Web Site: www.citywindsor.ca

ZONING BY-LAW AMENDMENT APPLICATION

1. PLANNING CONSULTATION – Completion of Stage 2

Planning Consultation (Stage 2 Application) must be completed before this application can be submitted.

Has the Planning Consultation Stage 2 Application been completed? NO ☒ YES ☐ File Number: PC-079/24 (Stage1)

Staff Use Only

_____ _____

Signature of Staff Planner Date of Consultation

☐ Jim Abbs	☐ Kevin Alexander	☐ Tracy Tang	☐ Frank Garardo
☐ Brian Nagata	☐ Justina Nwaesei	☐ Simona Simion	☐ Laura Strahl
☐ Adam Szymczak	☐ _____		

2. REQUIRED SUPPORTING INFORMATION as Identified in the Planning Consultation Stage 2 Process:

For each document, provide one paper copy, and where possible, one digital copy on a USB flash drive or by email. All drawings or plans shall be in letter size (8.5 x 11 inches) in JPG and PDF format. All other documents shall be in Word and PDF format. **All PDF documents shall be flattened with no layers**.

The City of Windsor reserves the right to require additional supporting information during the processing of the application. All supporting information submitted is made available for public review.

If you are submitting a companion application submit only one set of documents.

Staff Use Only

☒ Deed or Offer to Purchase	☐ Corporation Profile Report	☒ Site Plan Conceptual *(see Section 8)*	☒ Sketch of Subject Land *(see Section 11)*
☐ Archaeological Assessment – Stage 1	☐ Built Heritage Impact Study	☐ Environmental Evaluation Report	☐ Environmental Site Assessment
☐ Floor Plan and Elevations	☐ Geotechnical Study	☐ Guideline Plan	☐ Lighting Study
☐ Market Impact Assessment	☐ Micro-Climate Study	☐ Noise Study	☐ Planning Rationale Report
☐ Record of Site Condition *(see Schedule E)*	☐ Sanitary Sewer Study	☐ Species at Risk Screening	☐ Storm Sewer Study
☐ Storm Water Retention Scheme	☐ Topographic Plan of Survey	☐ Transportation Impact Statement	☐ Transportation Impact Study
☐ Tree Preservation	☐ Tree Survey Study	☐ Urban Design Study	☐ Vibration Study
☐ Wetland Evaluation Study	Other Required Information: _____		

ZONING BY-LAW AMENDMENT APPLICATION

3. APPLICANT, REGISTERED OWNER, AND AGENT INFORMATION

Provide in full the name of the applicant, registered owner, and agent, the name of the contact person, and address, postal code, phone number, fax number and email address.

If the applicant or registered owner is a numbered company, provide the name of the principals of the company. If there is more than one applicant or registered owner, copy this page, complete in full and submit with this application.

All communication is with the Agent authorized by the Owner to file the application. If there is no Agent, all communication is with the Applicant.

Applicant

Name: LBI Developments Inc. Contact: Ray Pittao
Name of Contact Person

Address: 4072 Walker Road, Windsor, ON

Address: Postal Code: N8W 3T5

Phone: 519-969-0152 Fax:

Email: andreap@mdirect.net

Registered Owner ☐ Same as Applicant

Name: Andrea P. Holdings Corp., LBI Developments Inc. and 391568 Ontario Inc. Contact: Ray Pittao
Name of Contact Person

Address: 4072 Walker Road, Windsor, ON

Address: Postal Code: N8W 3T5

Phone: 519-969-0152 Fax:

Email: andreap@mdirect.net

Agent Authorized by the Owner to File the Application (Also complete Section A1 in Schedule A)

Name: Dillon Consulting Limited Contact: Melanie Muir
Name of Contact Person

Address: 1 Riverside Drive West, 12th Floor, Windsor, ON

Address: Postal Code: N9A 5K3

Phone: 519-791-2221 Fax:

Email: mmuir@dillon.ca

4. COMPANION APPLICATIONS

Are you submitting a companion Official Plan Amendment application? NO ☐ YES ☒

Are you submitting a companion Plan of Subdivision/Condominium application? NO ☒ YES ☐

If a development proposal requires site plan approval, that application can only be submitted after the zoning amendment has been considered by City Council and the appeal period has concluded.

ZONING BY-LAW AMENDMENT APPLICATION

5. SUBJECT LAND INFORMATION

Municipal Address: 2375 Cabana Road East, 2385 Cabana Road East, 0 Cabana Road East, 2415 Cabana Road East, 4040 Walker Road and part of 4096-4128 Walker Road.

Legal Description: Part Lots 12, 16, and 106, Concession 6; Parts 6 to 35 (incl.), 38, 42 to 47 (incl.), 12R-29481

Assessment Roll Number: 070-160-04600, 070-160-04700, 070-160-04500, 070-160-04802, 070-160-04809, 070-160-04808 and part of 070-160-04010.

If known, the date the subject land was acquired by the current owner: _____

Frontage (m): 81.5 m (Walker Road) Depth (m): Irregular Area (sq m): ~730,000

Official Plan Designation: Mixed Use Centre, Mixed Use Corridor and Industrial

Current Zoning: Commercial District 3.3(CD3.3) + Manufacturing District 1.2(CD1.2)

Existing Uses: Existing self-serve car wash and a logistics services office, most of the site is used as a transport truck terminal
A vacant building previously used as a motel occupy the northwest portion of the site.

If known, the lengths of time that the existing uses have continued: Unknown

Previous Uses: Hotel and Industrial uses.

List the names and addresses of the holders of any mortgages, charges, or other encumbrances in respect of the subject land:

Are there any easements or restrictive covenants affecting the subject lands? NO ☒ YES ☐

If yes, describe the easement or restrictive covenant and its effect:

If known, has the subject land ever been subject of: *(leave blank if unknown)*

An application for a Plan of Subdivision or Consent: NO ☒ YES ☐ File: _____

An application for an amendment to a Zoning By-law: NO ☒ YES ☐ File: _____

An application for approval of a Site Plan: NO ☒ YES ☐ SPC- _____

A Minister's Zoning Order (Ontario Regulation): NO ☒ YES ☐ OR#: _____

ZONING BY-LAW AMENDMENT APPLICATION

6. DESCRIPTION OF AMENDMENT

Amendment to Zoning By-law from: Commercial District 3.3(CD3.3) + Manufacturing District 1.2(CD1.2)

to: Commercial District 3.6(CD3.6)

Proposed uses of subject land: Commercial and Combined Use Buildings (Ground floor commercial & above ground residential)

Describe the nature and extent of the amendment(s) being requested:

The proposed amendment consolidates two (2) existing zoning designations: Commercial District 3.3 (CD3.3) and Manufacturing District 1.2 (CD1.2), into a single Commercial District 3.6 (CD3.6) zone. This allows the subject site to be used for a combined-use development, including ground-floor commercial space with residential units above, and commercial uses.

Why is this amendment or these amendments being requested?

This amendment is requested to simplify the zoning on the property, facilitate a unified development under one zoning designation, and support a mixed-use project that combines commercial and residential uses. Consolidation into a single zone will encourage cohesive site planning.

Explain how the amendment to the Zoning By-law is consistent with the Provincial Policy Statement:

☒ See Planning Rationale Report

Explain how the application conforms to the City of Windsor Official Plan:

☒ See Planning Rationale Report

If this application is to remove land from an area of employment, details of the official plan or official plan amendment that deals with this matter:

☐ See Planning Rationale Report ☐ See Official Plan Amendment

ZONING BY-LAW AMENDMENT APPLICATION

7. EXISTING BUILDINGS / STRUCTURES ON SUBJECT LAND

Are there any buildings or structures on the subject land?

☐ NO Continue to Section 8

☒ YES Indicate the type of building or structure, the date of construction (if known), and, in metric units, the setback from the front lot line, rear lot line and side lot lines, the height of the building or structure and its dimensions or floor area.

☒ See attached Existing Plan or Sketch of Subject Land

8. PROPOSED BUILDINGS / STRUCTURES ON SUBJECT LAND

Do you propose to build any buildings or structures on the subject land?

☐ NO Continue to Section 9

☒ YES Indicate the type of building or structure and, in metric units, the setback from the front lot line, rear lot line and side lot lines, the height of the building or structure, and its dimensions or floor area.

☒ See attached concept plan

ZONING BY-LAW AMENDMENT APPLICATION

9. ACCESS TO SUBJECT LAND

Indicate if access to subject land is by: *(check all that apply)*

☒ Municipal Road ☐ Provincial Highway ☐ Another public road or a right-of-way

☐ Water - If access to the subject land is by water only, describe the parking and docking facilities used or to be used and provide the approximate distance in metric of these facilities from the subject land and the nearest public road:

10. WATER, SANITARY SEWAGE AND STORM DRAINAGE

WATER – Indicate whether water will be provided to the subject land by:

☒ Publicly owned & operated piped water system

☐ Privately owned & operated individual well

☐ Privately owned & operated communal well

☐ Other _____

SANITARY - Indicate whether sewage disposal will be provided to the subject land by:

☒ Publicly owned & operated sanitary sewage system

☐ Privately owned & operated individual septic system - See Note below

☐ Privately owned & operated communal septic system - See Note below

☐ Other _____

Note: If the application would permit development on privately owned and operated individual or communal septic systems, and more than 4,500 litres of effluent would be produced per day as a result of the development being completed, you must submit a Servicing Options Report and a Hydrogeological Report.

STORM DRAINAGE - Indicate whether storm drainage will be provided by:

☒ Sewers ☐ Ditches ☐ Swales ☐ Other _____

ZONING BY-LAW AMENDMENT APPLICATION

11. SKETCH OF SUBJECT LAND

Provide a sketch showing, in metric units,

a) the boundaries and dimensions of the subject land;

b) the location, size, and type of all existing and proposed buildings and structures on the subject land, including their distance from the front lot line, rear lot line, and side lines;

c) the approximate location of all natural and artificial features (for example, buildings, railways, roads, watercourses, drainage ditches, banks of rivers or streams, wetlands, wooded areas, wells and septic tanks) that are located on the subject land and on land that is adjacent to it, and in the applicant's opinion, may affect the application;

d) the current uses of all land that is adjacent to the subject land;

e) the location, width and name of any roads within or abutting the subject land, indicating whether it is an unopened road allowance, a public travelled road, a private road, or a right of way;

f) if access to the subject land will be water only, the location of the parking and docking facilities to be used; and

g) the location and nature of any easement affecting the subject land.

12. APPLICATION FEE & OTHER FEES

The amendment type and corresponding application fees are identified in the Planning Consultation Stage 2 process.

Fees are subject to change. Payment options will be provided when the application is ready to be deemed complete. If the Applicant has chosen to not complete both stages of the Planning Consultation process, the Base Fee below is doubled.

APPLICATION FEE

Amendment Type	*Code*	☐ Minor Rezoning	☒ Major Rezoning
Base Fee	*53001*	$2,323.50	$3,120.10
GIS Fee	*63024*	+ $50.00	+ $50.00
E-Permitting Fee	*25164*	+ $40.00	+ $40.00
Total City of Windsor Fees		**= $2,413.50**	**= $3,210.10**

Essex Region Conservation Authority (ERCA) Fee *Code 53023*

If the subject land is in the Limit of Regulated Area, an ERCA fee based on type of application will be added to the Total City of Windsor Fees above. The ERCA fee is separate from any fees for a permit or clearance required by ERCA. The ERCA Fee Schedule is available here.

OTHER FEES - The following fees are not due at this time but may be charged in the future:

Renotification Fee *Code 53016* $2,644.60

Required when an applicant requests a deferral after notice of a public meeting has been given.

Legal Fee - Servicing Agreement *Code 63002* $709.52.64 plus $50 per unit, lot, or block

Required when the preparation of a servicing agreement is a condition of approval.

ZONING BY-LAW AMENDMENT APPLICATION

13. PROPOSED PUBLIC CONSULTATION STRATEGY

Select or describe your proposed strategy for consulting with the public with respect to the application:

☒ Required Public Consultation (Public Notice & Public Meeting as required per the Planning Act)

☒ Open House ☐ Website ☐ Other _____

Virtual PIC + Comment window of 2 weeks was provided with a dedicated email

14. SWORN DECLARATION OF APPLICANT

Complete in the presence of a Commissioner for Taking Affidavits. If the declaration is to be administered remotely, you must be able to see, hear and communicate with the Commissioner and show documentation that confirms your identity.

I, Ray Pittao of Andrea P. Holdings Corp., LBI Developments Inc.and 391568 Ontario Inc. solemnly declare that the information required under Schedule 1 to Ontario Regulation 545/06 and provided by the applicant is accurate and that the information contained in the documents that accompany this application is accurate, that if this declaration was administered remotely that it was in accordance with Ontario Regulation 431/20, and I make this solemn declaration conscientiously believing it to be true, and knowing that it is of the same force and effect as if made under oath.

Ray Pittao
Signature of Applicant

Sign in the presence of a Commissioner For Taking Affidavits

4072 Walker Rd.
Location of Applicant at time of declaration

☐ This declaration was administered remotely in accordance with Ontario Regulation 431/20

Declared before me _____ at the Dillon Consulting Limited in the City of Windsor

Signature of Commissioner *Location of Commissioner*

this 7 day of August, 20 25

day *month* *year*

PLACE AN IMPRINT OF YOUR STAMP BELOW

MELANIE ANNE MUIR,
a Commissioner, etc., Province of Ontario,
for Dillon Consulting Limited.
Expires May 16, 2028.

READ & COMPLETE SCHEDULES A & E IN FULL & SIGN

ZONING BY-LAW AMENDMENT APPLICATION

SCHEDULE A – Authorizations & Acknowledgements

A1. Authorization of Registered Owner for Agent to Make the Application

If the applicant is not the registered owner of the land that is the subject of this application, the written authorization of the registered owner that the agent is authorized to make the application must be included with this application form or the authorization below must be completed.

I, Ray Pittao of Andrea P. Holdings Corp., LBI Developments Inc.and 391568 Ontario Inc., am the registered owner of the land that is

Name of Registered Owner

subject of this application for an amendment to the City of Windsor Zoning By-law and I authorize

Dillon Consulting Limited to make this application on my behalf.

Name of Agent

Ray Pittao — July 7, 2025

Signature of Registered Owner — Date

If Corporation - I have authority to bind the corporation

A2. Authorization to Enter Upon the Subject Lands and Premises

I, Ray Pittao of Andrea P. Holdings Corp., LBI Developments Inc.and 391568 Ontario Inc.

Name of Registered Owner

hereby authorize the Development and Heritage Standing Committee or their successor, City Council, and staff of The Corporation of the City of Windsor to enter upon the subject lands and premises described in Section 5 of the application form for the purpose of evaluating the merits of this application and subsequently to conduct any inspections on the subject lands that may be required as a condition of approval. This is their authority for doing so.

Ray Pittao — July 7, 2025

Signature of Registered Owner — Date

If Corporation – I have authority to bind the corporation

SCHEDULE A CONTINUES ON NEXT PAGE

ZONING BY-LAW AMENDMENT APPLICATION

SCHEDULE A – Authorizations & Acknowledgements - *Continued*

A3. Acknowledgements

Receipt, Fees, Additional Information, Termination, and Freedom of Information

I acknowledge that receipt of this application by the City of Windsor does not guarantee it to be a complete application, that further review of the application will occur, and that I may be contacted to provide additional information and/or resolve any discrepancies or issues with the application as submitted.

I further acknowledge that after the application is deemed complete, fees are not refundable, additional information may be requested, and that after 60 days of inactivity the City of Windsor may terminate the application without notice.

I further acknowledge that pursuant to the provisions of the Planning Act and the Municipal Freedom of Information and Protection of Privacy Act, this application and all material and information provided with this application are made available to the public.

Species at Risk

Ontario's *Endangered Species Act* protects endangered and threatened species — animals and plants in decline and at risk of disappearing from the province by restricting activities that may affect these plants, animals or their habitats.

I acknowledge that it is my sole responsibility as the Applicant to comply with the provisions of the *Endangered Species Act, 2007, S. O. c.6.* This could require me to register an activity, get a permit or other authorization from the Ministry of the Environment, Conservation and Parks (MECP) prior to conducting an activity that could impact an endangered or threatened plant or animal or its habitat. I further acknowledge that any *Planning Act, R.S.O. 1990, c.P.13* approval given by the City of Windsor does not constitute an approval under the *Endangered Species Act*, nor does it absolve me from seeking the necessary authorization, approvals or permits from the MECP prior to conducting any activity that may affect endangered or threatened plant or animal or its habitat.

Additional information can be found at:

https://www.ontario.ca/page/development-and-infrastructure-projects-and-endangered-or-threatened-species

or by contacting MECP at SAROntario@ontario.ca

Acknowledgement

I acknowledge that I have read and understand the above statements:

Signature of Applicant or Agent

July 7, 2025

Date

END OF SCHEDULE A

COMPLETE SCHEDULE E ON NEXT PAGE

ZONING BY-LAW AMENDMENT APPLICATION

SCHEDULE E – Environmental Site Screening Questionnaire

Previous Use of Property

☐ Residential ☒ Industrial ☒ Commercial ☐ Institutional

☐ Agricultural ☐ Parkland ☒ Vacant ☐ Other_____

a) If previous use of the property is Industrial or Commercial, specify use:
Existing self-serve car wash and a logistics services office, most of the site is used as a transport truck terminal
A vacant building previously occupied by a motel occupy the northwest portion of the site.

b) Has the grading of the subject land been changed by adding earth or material? Has filling occurred on the subject land?

☒ Yes ☐ No ☐ Unknown

c) Has a gasoline station and/or automobile service station been located on the subject land or adjacent lands at any time?

☒ Yes ☐ No ☐ Unknown

d) Has there been petroleum or other fuel stored on the subject land or adjacent lands?

☒ Yes ☐ No ☐ Unknown

e) Are there or have there ever been underground storage tanks or buried waste on the subject land or adjacent lands?

☒ Yes ☐ No ☐ Unknown

f) Have the lands or adjacent lands ever been used as an agricultural operation where cyanide products may have been applied as pesticides and/or sewage sludge applied to the lands?

☐ Yes ☒ No ☐ Unknown

g) Have the lands or adjacent lands ever been used as a weapons firing range?

☐ Yes ☒ No ☐ Unknown

h) Is the nearest boundary line of the application within 500 metres (1,640 feet) of the boundary line of an operational/non-operational public or private waste disposal site, landfill or dump?

☐ Yes ☒ No ☐ Unknown

i) If there are existing or previously existing buildings on the subject lands, are there any building materials remaining on site which are potentially hazardous to public health (e.g., asbestos, PCB's)?

☐ Yes ☒ No ☐ Unknown

j) Is there reason to believe the subject lands may have been contaminated by existing or former uses on the site or adjacent sites?*

☒ Yes ☐ No ☐ Unknown

** Possible uses that can cause contamination include but are not limited to: operation of electrical transformer stations, disposal of waste minerals, raw material storage, and residues left in containers, maintenance activities and spills. Some commercial properties such as gasoline stations, automotive repair garages, and dry cleaning plants have similar potential. The longer a property is under industrial or similar use, the greater the potential for site contamination. Also, a series of different industrial or similar uses upon a site could potentially increase the number of chemicals that are present.*

k) If current or previous use of the property is Industrial or Commercial, or if YES to any of a) to j) above, attach a previous use inventory showing all former uses of the subject land, or if applicable, the land(s) adjacent to the subject lands.

SCHEDULE E CONTINUES ON NEXT PAGE

ZONING BY-LAW AMENDMENT APPLICATION

SCHEDULE E - *CONTINUED*

Acknowledgement Clause

I hereby acknowledge that it is my responsibility to ensure that I am in compliance with all applicable laws, regulations, guidelines and the City's Official Plan policies pertaining to potentially contaminated sites, and to use all reasonable effort to identify the potential for contamination on the subject property.

I acknowledge that as a condition of approval of this application that the City may require me to file a Record of Site Condition signed by a qualified person in the provincial Environmental Site Registry, and provide verification to the City of Windsor of acknowledgement of this Record of Site Condition by the Ministry of Environment.

I acknowledge that the City may require the qualified person signing the Record of Site Condition to submit to the City a Declaration acknowledging that the City of Windsor may rely on the statements in the Record of Site Condition.

I acknowledge that the City of Windsor is not responsible for the identification and/or remediation of contaminated sites, and I agree, whether in, through, or as a result of any action or proceeding for environmental clean-up of any damage or otherwise, I will not sue or make claim whatsoever against the City of Windsor, its officers, officials, employees or agents for or in respect of any loss, damage, injury or costs.

Ray Pittao of Andrea P. Holdings Corp., LBI Developments Inc.and 391568 Ontario Inc.

Name of Applicant (print)

Signature of Applicant

July 7, 2025

Date

Melanie Muir of Dillon Consulting Limited

Name of Agent (print)

Signature of Agent

August 7, 2025

Date

END OF SCHEDULE E

THIS IS THE LAST PAGE OF THE APPLICATION FORM

OFFICIAL PLAN AMENDMENT APPLICATION

INSTRUCTIONS

Verify that you are using the most current application form.

Section 1: Before this application can be submitted, you must complete both Stage 1 and Stage 2 Planning Consultation Applications.

Section 2: During the Stage 2 process, any required studies must be completed and submitted for review and comment. The final studies for Stage 2 must be included with this application and the proposal must remain unchanged.

Section 3: Provide the full name, address, phone number, fax number and email address of the applicant, agent, and registered owner. If any of these are a corporation, provide the full corporate name. Include the full name of the contact person. If there is more than one person, corporation, or registered owner, use additional sheets.

Section 4: Indicate if you are submitting companion applications with this application. Please note that an application to amend the Zoning By-law or an application for Plan of Subdivision/Condominium are the only applications that will be accepted for processing concurrently with an Official Plan Amendment.

Section 5: Provide information about the subject land. This information is used to determine or confirm supporting information requirements and to assist in the review of the application.

Section 6: Describe the amendment and answer all questions. If some of this information is in a Planning Rationale Report, check the box beside “See Planning Rationale Report”.

Section 7: Provide details about any other Planning Act applications by the applicant for the subject land or any land within 120 metres.

Section 8: Provide information about water service and sanitary sewage disposal.

Section 9: Complete this section using the information provided in the Planning Consultation Stage 2 letter.

Section 10: Explain your proposed strategy for consulting with the public with respect to the application.

Section 11: Complete and sign in the presence of a Commissioner of Taking Affidavits.

Schedules: Read and complete Schedule A in full and sign.

Submit application form and supporting information, to the Senior Steno Clerk at Planning & Development Services, Suite 210, 350 City Hall Square West, Windsor ON N9A 6S1 or planningdept@citywindsor.ca.

Do not email the application and documents to a staff planner. Any timelines noted in this application form are subject to change. The application is reviewed to ensure all prescribed information has been submitted. Within 30 days of the receipt of the application, the applicant will be notified in writing that the application is ready to be deemed complete and will be provided with payment options. If deemed incomplete, the application will be returned. When payment is processed, the the application fee is not refundable.

The applicant, agent and all other interested parties will be notified by Council Services of the date, time, and location of the Development & Heritage Standing Committee (DHSC) meeting and the Council meeting.

An application will be terminated without notice after 60 days of inactivity.

CONTACT INFORMATION

Planning & Development Services
Suite 210
350 City Hall Square West
Windsor ON N9A 6S1

Telephone: 519-255-6543
Fax: 519-255-6544
Email: planningdept@citywindsor.ca
Web Site: www.citywindsor.ca

OFFICIAL PLAN AMENDMENT APPLICATION

1. PLANNING CONSULTATION – Completion of Stage 2

Stage 2 of the Planning Consultation process must be completed before this application can be submitted.

Has the Planning Consultation Stage 2 Application been completed?

NO ☒ YES ☐ File Number: PC-079/24 (Stage 1)

Staff Use Only

_____ _____

Signature of Staff Planner Date of Consultation

☐ Jim Abbs	☐ Kevin Alexander	☐ Tracy Tang	☐ Frank Garardo
☐ Brian Nagata	☐ Justina Nwaesei	☐ Simona Simion	☐ Laura Strahl
☐ Adam Szymczak	☐ _____		

2. REQUIRED SUPPORTING INFORMATION as identified in the Planning Consultation Stage 2 Letter:

For each document, provide one paper copy, and where possible, one digital copy on a USB flash drive or by email. All drawings or plans shall be in letter size (8.5 x 11 inches) in JPG and PDF format. All other documents shall be provided in Word and PDF format. Please ensure that all PDF documents are 'flattened' and contain no layers.

The City of Windsor reserves the right to require additional supporting information during the processing of the application. All supporting information submitted is made available for public review.

If you are submitting a companion application submit only one set of documents.

☒ Deed or Offer to Purchase	☐ Corporation Profile Report	☒ Site Plan Conceptual	☒ Sketch of Subject Land
☐ Archaeological Assessment – Stage 1	☐ Built Heritage Impact Study	☐ Environmental Evaluation Report	☐ Environmental Site Assessment
☐ Floor Plan and Elevations	☐ Geotechnical Study	☐ Guideline Plan	☐ Lighting Study
☐ Market Impact Assessment	☐ Micro-Climate Study	☐ Noise Study	☐ Planning Rationale Report
☐ Record of Site Condition *(see Schedule E)*	☐ Sanitary Sewer Study	☐ Species at Risk Screening	☐ Storm Sewer Study
☐ Storm Water Retention Scheme	☐ Topographic Plan of Survey	☐ Transportation Impact Statement	☐ Transportation Impact Study
☐ Tree Preservation	☐ Tree Survey Study	☐ Urban Design Study	☐ Vibration Study
☐ Wetland Evaluation Study	Other Required Information: _____		

OFFICIAL PLAN AMENDMENT APPLICATION

3. APPLICANT, REGISTERED OWNER AND AGENT INFORMATION

Provide in full the name of the applicant, registered owner and agent, the name of the contact person, and address, postal code, phone number, fax number and email address.

If the applicant or registered owner is a numbered company, provide the name of the principals of the company. If there is more than one applicant or registered owner, copy this page, complete in full and submit with this application.

All communication is with the Agent authorized by the Owner to file the application. If there is no Agent, all communication is with the Applicant.

Applicant

Name: LBI Developments Inc. Contact: Ray Pittao
Name of Contact Person

Address: 4072 Walker Road, Windsor, ON

Address: _____ Postal Code: N8W 3T5

Phone: 519-969-0152 Fax: _____

Email: andreap@mdirect.net

Registered Owner ☐ Same as Applicant

Name: Ray Pittao of Andrea P. Holdings Corp., LBI Developments Inc.and 391568 Ontario Inc. Contact: Ray Pittao
Name of Contact Person

Address: 4072 Walker Road, Windsor, ON

Address: _____ Postal Code: N8W 3T5

Phone: 519-969-0152 Fax: _____

Email: andreap@mdirect.net

Agent Authorized by the Owner to File the Application (Also complete Section A1 of Schedule A)

Name: Dillon Consulting Limited Contact: Melanie Muir
Name of Contact Person

Address: 1 Riverside Drive West, 12th Floor, Windsor, ON

Address: _____ Postal Code: N9A 5K3

Phone: 519-791-2221 Fax: _____

Email: mmuir@dillon.ca

4. COMPANION APPLICATIONS

Are you submitting a companion Zoning Amendment application? NO ☐ YES ☒

Are you submitting a companion Plan of Subdivision/Condominium application? NO ☒ YES ☐

If a development proposal requires site plan approval, that application can only be submitted after the zoning amendment has been considered by Council and the appeal period has concluded.

OFFICIAL PLAN AMENDMENT APPLICATION

5. SUBJECT LAND INFORMATION

Municipal Address: 2375 Cabana Road East, 2385 Cabana Road East, 0 Cabana Road East, 0 Cabana Road East, 2415 Cabana Road East, 4040 Walker Road and part of 4096-4128 Walker Road.

Legal Description: Part Lots 12, 16, and 106, Concession 6; Parts 6 to 35 (incl.), 38, 42 to 47 (incl.), 12R-29481

Assessment Roll Number: 070-160-04600, 070-160-04700, 070-160-04500, 070-160-04802, 070-160-04809, 070-160-04808 and part of 070-160-04010.

Frontage (m): 81.5 m (Walker Road) Depth (m): Irregular Area (sq m): ~73,0000

Current Official Plan Designation: Mixed Use Centre, Mixed Use Corridor and Industrial

What land uses are permitted by the Official Plan Designation?

Refer to Planning Justification Report attached to this application for OP Land Uses permitted on site

Primarily retail, wholesale store and service oriented uses and, to a lesser extent, office uses & industrial uses

6. DESCRIPTION OF OFFICIAL PLAN AMENDMENT (OPA)

Name of Official Plan proposed to be amended: *The City of Windsor Official Plan*

Amendment to Official Plan from Mixed Use Centre, Mixed Use Corridor Industrial to Mixed Use Centre

Purpose of the proposed OPA:

To consolidate existing designations to support residential, commercial and mixed-use development.

What land uses will the proposed official plan amendment (OPA) authorize?

Primarily retail, mixed use (commercial + residential), wholesale store, entertainment, service oriented, and office uses which are combined in an integrated form of development.

Does the proposed OPA change, replace or delete a policy in the Official Plan? No ☒ Yes ☐

If yes, the policy to be changed, replaced or deleted:

Does the proposed OPA add a policy to the Official Plan? No ☒ Yes ☐

OFFICIAL PLAN AMENDMENT APPLICATION

6. DESCRIPTION OF OFFICIAL PLAN AMENDMENT (OPA) - Continued

Does the proposed OPA change or replace a designation in the Official Plan? No ☒ Yes ☐

If yes, the designation to be changed or replaced: _____

_____

If a policy is being changed, replaced or deleted or if a policy is being added, the text of the proposed OPA:

☐ Not Applicable ☒ See Planning Rationale Report ☐ See Attached

_____

_____

If the proposed OPA changes or replaces a schedule in the Official Plan, the requested schedule and the text that accompanies it:

☒ Not Applicable ☐ See Planning Rationale Report ☐ See Attached

_____

_____

If the proposed OPA alters all or any part of the boundary of an area of a settlement or establishes a new area of settlement, the current official policies, if any, dealing with the alteration or establishment of an area of settlement:

☒ Not Applicable ☐ See Planning Rationale Report ☐ See Attached

_____

_____

If the proposed OPA removes the subject land from an area of employment, the current Official Plan policies, if any, dealing with the removal of land from an area of employment:

☒ Not Applicable ☐ See Planning Rationale Report ☐ See Attached

_____

_____

Explain how the proposed OPA is consistent with the Provincial Policy Statement:

☒ See Planning Rationale Report ☐ See Attached

_____

_____

_____

OFFICIAL PLAN AMENDMENT APPLICATION

7. OTHER APPLICATION INFORMATION

Is the subject land or land within 120 metres the subject of an application by the applicant under the Planning Act for:

A Minor Variance or Consent? No ☒ Yes ☐

File number: _____ Status: _____

Approval authority: _____

Affected lands: _____

Purpose of Minor Variance or Consent: _____

_____

Effect on the proposed OPA: _____

_____

An amendment to an Official Plan, a Zoning By-law or a Minister's Zoning Order? No ☐ Yes ☒

File number: PC-099/25 Status: Stage 2 Submission

Approval authority: The Corporation of The City of Windsor

Affected lands: Same parcels

Purpose of OP or ZBL amendment or Zoning Order: _____

Current Zoning: Commercial District 3.3 (CD3.3) and Manufacturing District 1.2 (MD1.2). Zoning By-law Amendment is to consolidate the designations under Commercial District 3.6 (CD3.6).

Effect on the proposed OPA: _____

The permitted uses under CD3.6 will be more aligned within the Mixed Use Centre designation

Approval of a plan of subdivision or a site plan? No ☒ Yes ☐

File number: _____ Status: _____

Approval authority: _____

Affected lands: _____

Purpose of plan of subdivision or site plan: _____

_____

_____

Effect on the proposed OPA: _____

_____

_____

OFFICIAL PLAN AMENDMENT APPLICATION

8. WATER & SANITARY SEWAGE DISPOSAL

WATER – Indicate whether water will be provided to the subject land by:

- [X] Publicly owned & operated piped water system
- [ ] Privately owned & operated individual well
- [ ] Privately owned & operated communal well
- [ ] A lake or other water body
- [ ] Other means: _____

SANITARY - Indicate whether sanitary sewage disposal will be provided to the subject land by:

- [X] Publicly owned & operated sanitary sewage system
- [ ] Privately owned & operated individual septic system
- [ ] Privately owned & operated communal septic system
- [ ] A privy
- [ ] Other means: _____

If the application would permit development on privately owned and operated individual or communal septic systems, and more than 4500 litres of effluent would be produced per day as a result of the development being completed submit a Servicing Options Report and a Hydrogeological Report.

9. TYPE OF AMENDMENT, APPLICATION FEE & OTHER FEES

TYPE OF OFFICIAL PLAN AMENDMENT (OPA)

The amendment type and corresponding application fees are identified in the Planning Consultation Stage 2 process.

Fees are subject to change and are not refundable once the application is deemed complete. Payment options will be provided when the application is ready to be deemed complete. If the Applicant has chosen to not complete both stages of the Planning Consultation process, the Base Fee below is doubled.

APPLICATION FEE	*Code*	☐ Minor OPA	☒ Major OPA
Base Fee	*63003*	$1,207.10	$4,336.05
GIS Fee	*63024*	+ $50.00	+ $50.00
E-Permitting Fee	*25164*	+ $40.00	+ $40.00
Total City of Windsor Fees		**= $1,297.10**	**= $4,426.05**

Essex Region Conservation Authority (ERCA) Fee *Code 53023*

If the subject land is in the Limit of Regulated Area, an ERCA fee based on type of application will be added to the Total City of Windsor Fees above. The ERCA fee is separate from any fees for a permit or clearance required by ERCA. The ERCA Fee Schedule is available here.

OTHER FEES - The following fees are not due at this time but may be charged in the future:

Renotification Fee *Code 53016* $2,644.60

Required when an applicant requests a deferral after notice of a public meeting has been given.

OFFICIAL PLAN AMENDMENT APPLICATION

10. PROPOSED PUBLIC CONSULTATION STRATEGY

Select or describe your proposed strategy for consulting with the public with respect to the application:

☒ Required Public Consultation (Public Notice & Public Meeting as required per the Planning Act)

☐ Open House ☐ Website ☒ Other

Virtual PIC + Comment window of 2 weeks was provided with a dedicated email

11. SWORN DECLARATION OF APPLICANT

Complete in the presence of a Commissioner for Taking Affidavits. If the declaration is to be administered remotely, you must be able to see, hear and communicate with the Commissioner and show documentation that confirms your identity.

I, Ray Pittao of Andrea P. Holdings Corp., LBI Developments Inc.and 391568 Ontario Inc., solemnly declare that the information required under Schedule 1 to Ontario Regulation 543/06 and provided by the applicant is accurate and that the information contained in the documents that accompany this application is accurate; that if this declaration was administered remotely that it was in accordance with Ontario Regulation 431/20; and I make this solemn declaration conscientiously believing it to be true, and knowing that it is of the same force and effect as if made under oath.

Ray Pittao
Signature of Applicant
Sign in the presence of a Commissioner For Taking Affidavits

4072 walker Rd
Location of Applicant at time of declaration

☒ This declaration was administered remotely in accordance with Ontario Regulation 431/20

Declared before me Melanie Muir at the Dillon Consulting Limited in the City of Windsor

Signature of Commissioner — Location of Commissioner

this 7 day of August 20 25
day month year

PLACE AN IMPRINT OF YOUR STAMP BELOW

MELANIE ANNE MUIR,
a Commissioner, etc., Province of Ontario,
for Dillon Consulting Limited.
Expires May 16, 2028.

READ & COMPLETE SCHEDULE A IN FULL & SIGN

OFFICIAL PLAN AMENDMENT APPLICATION

SCHEDULE A – Authorizations & Acknowledgement

A1. Authorization of Registered Owner for Agent to Make the Application

If the applicant is not the registered owner of the land that is the subject of this application, the written authorization of the registered owner that the agent is authorized to make the application must be included with this application form or the authorization below must be completed.

I, Ray Pittao of Andrea P. Holdings Corp., LBI Developments Inc.and 391568 Ontario Inc., am the registered owner of the land that is
name of registered owner

subject of this application for an amendment to the City of Windsor Official Plan and I authorize

Dillon Consulting Limited, to make this application on my behalf.
name of agent

Ray Pittao — July 7, 2025

Signature of Registered Owner — Date

If Corporation – I have authority to bind the corporation

A2. Authorization to Enter Upon the Subject Lands and Premises

I, Ray Pittao of Andrea P. Holdings Corp., LBI Developments Inc.and 391568 Ontario Inc., hereby authorize the Development and Heritage Standing Committee, City Council, and staff of The Corporation of the City of Windsor to enter upon the subject lands and premises described in Section 5 of the application form for the purpose of evaluating the merits of this application and subsequently to conduct any inspections on the subject lands that may be required as a condition of approval. This is their authority for doing so.

Ray Pittao — July 7, 2025

Signature of Registered Owner — Date

If Corporation – I have authority to bind the corporation

SCHEDULE A CONTINUES ON NEXT PAGE

OFFICIAL PLAN AMENDMENT APPLICATION

SCHEDULE A – Authorizations & Acknowledgements - Continued

A3. Acknowledgements

Receipt, Fees, Additional Information, Termination, and Freedom of Information

I acknowledge that receipt of this application by the City of Windsor does not guarantee it to be a complete application, that further review of the application will occur, and I may be contacted to provide additional information and/or resolve any discrepancies or issues with the application as submitted.

I further acknowledge that once the application is deemed complete, fees are not refundable, additional information may be requested, and that after 90 days of inactivity the City of Windsor may terminate the application without notice.

I further acknowledge that pursuant to the provisions of the *Planning Act* and the *Municipal Freedom of Information and Protection of Privacy Act*, this application and all material and information provided with this application are made available to the public.

Species at Risk

Ontario's *Endangered Species Act* protects endangered and threatened species — animals and plants in decline and at risk of disappearing from the province by regulating activities that may affect these plants, animals or their habitats.

I acknowledge that it is my sole responsibility as the applicant to comply with the provisions of the *Endangered Species Act, 2007, S. O. 2007*. This could require me to register an activity, get a permit or other authorization from the Ministry of the Environment, Conservation and Parks (MECP) prior to conducting an activity that could impact an endangered or threatened plant or animal or its habitat. I further acknowledge that any *Planning Act, R.S.O. 1990, c.P.13* approval given by the City of Windsor does not constitute an approval under the *Endangered Species Act*, nor does it absolve me from seeking the necessary authorization, approvals or permits from the MECP prior to conducting any activity that may affect endangered or threatened plant or animal or its habitat.

Additional information can be found at:

https://www.ontario.ca/page/development-and-infrastructure-projects-and-endangered-or-threatened-species

or by contacting MECP at SAROntario@ontario.ca

Acknowledgement

I acknowledge that I have read and understand the above statements.

Ray Pistor — Signature of Applicant or Agent

July 7, 2025 — Date

END OF SCHEDULE A

THIS IS THE LAST PAGE OF THE APPLICATION FORM