

COUNTERPOINT
LAND DEVELOPMENT BY

DILLON
CONSULTING

LBI DEVELOPMENTS INC.

URBAN DESIGN BRIEF

**Walker Road at Cabana Road East Redevelopment
Official Plan and Zoning By-Law Amendment**

REVISED MAY 2026 – 24-9442

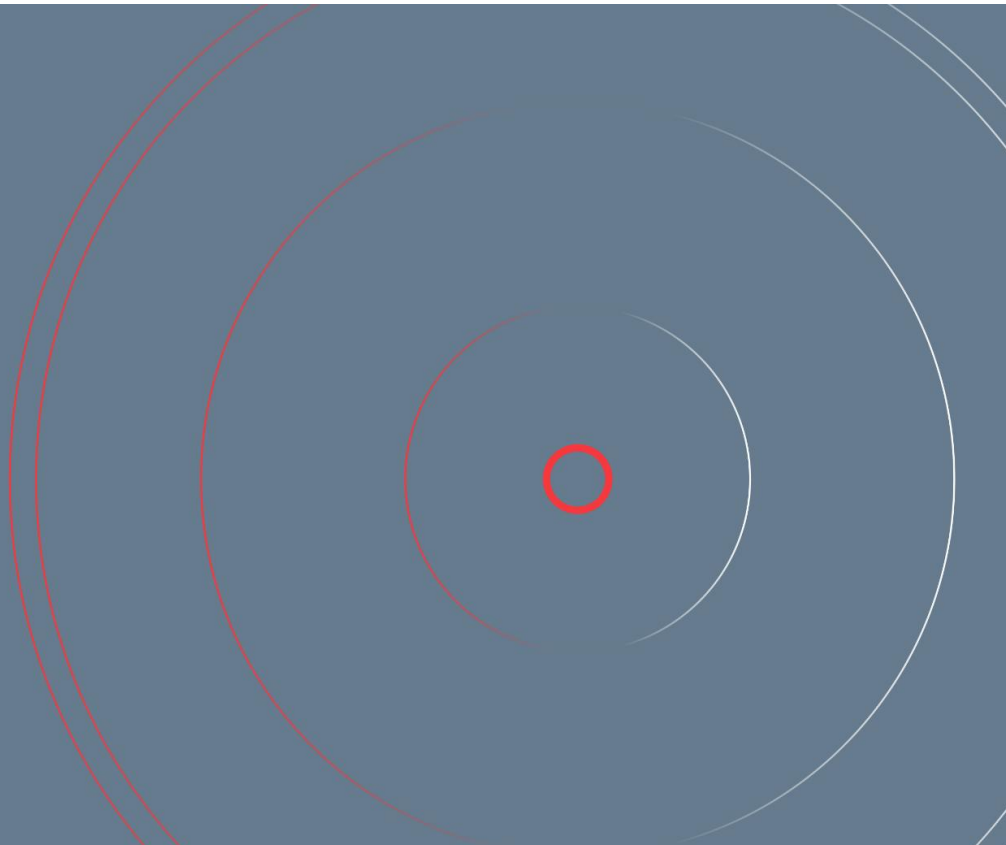


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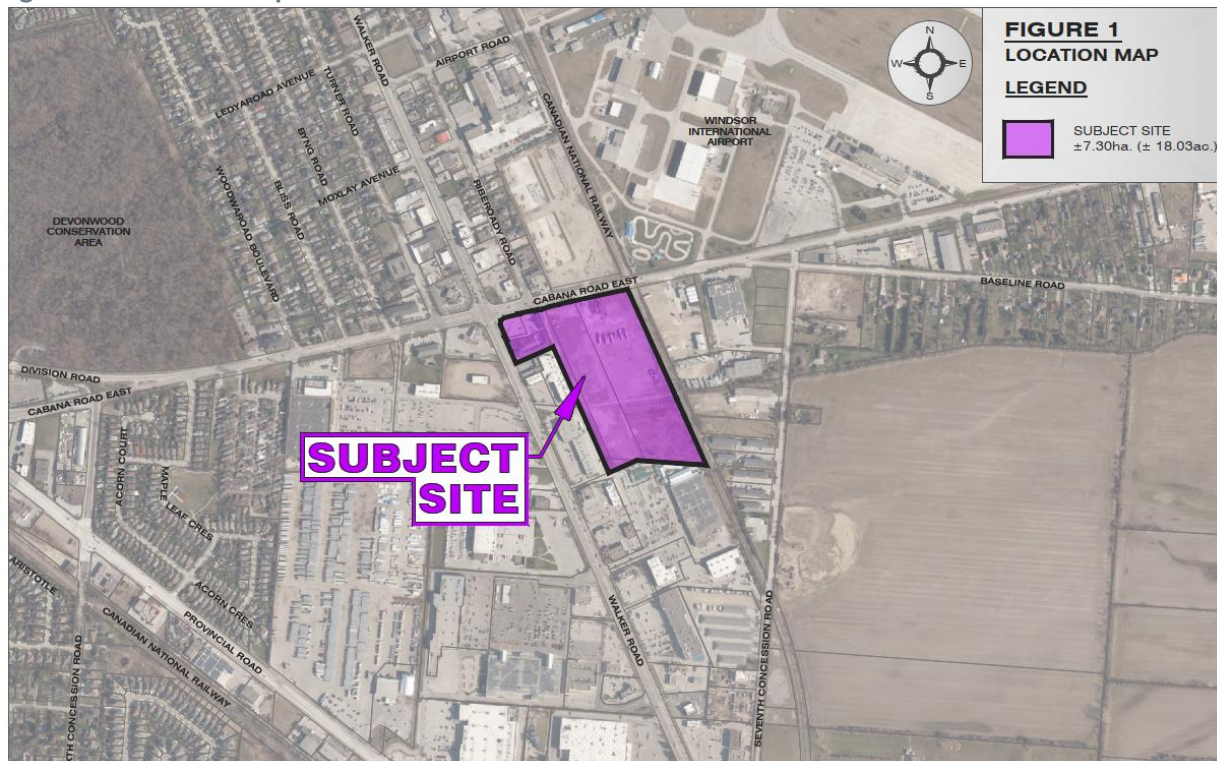
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1.0 INTRODUCTION

1.1 PURPOSE

Dillon Consulting Limited has been retained by LBI Developments Inc., herein referred to as the “applicant” to prepare an Urban Design Brief in support of the proposed mixed-use and commercial development located at the intersection of Walker Road and Cabana Road East, in the City of Windsor, herein referred to as the “subject site” (refer to **Figure 1.0 - Location Map**). This Urban Design Brief has been prepared in response to the Planning Consultation: Stage 1 Letter (File Number: PC-079/24; dated October 11, 2024) and evaluates how the proposed development aligns with the City’s Urban Design policies within the Official Plan, as well as specifically addresses the Medium Profile building guidelines found in Section 3 of the City’s Intensification Guidelines.

Figure 1 – Location Map



Source: County of Essex Online Mapping (2024), Prepared by Counterpoint Land Development by Dillon Consulting.

1.2 PROPOSED DEVELOPMENT

The subject site is located at the southeast corner of Walker Road and Cabana Road East, in the City of Windsor, comprising of several parcels of land municipally known as: 0, 2385, 0, 2375, 2415 Cabana Road East; 4040 Walker Road; and part of 4096-4128 Walker Road (refer to [Figure 2– Conceptual Site Plan](#)). The total site area is approximately 72,953.17 sq.m (7.3 ha; 18.03 ac.) with 282.3m of frontage along Cabana Road East and 91.4m along Walker Road, both being designated as Class II Arterial Roads. The subject site is currently occupied by a mix of underutilized and vacant commercial and industrial uses, which are proposed to be removed to facilitate a comprehensive mixed-use and commercial redevelopment that aligns with the City’s broader objectives for intensification and efficient land use. A subsurface municipal storm sewer runs through 0 and 2415 Cabana Road East and will be incorporated into the site’s design and servicing.

The proposed development consists of six (6) buildings, including two (2) 4-storey combined-use buildings with ground floor commercial uses, and four (4) single storey, standalone commercial buildings, including a grocery store, as detailed below:

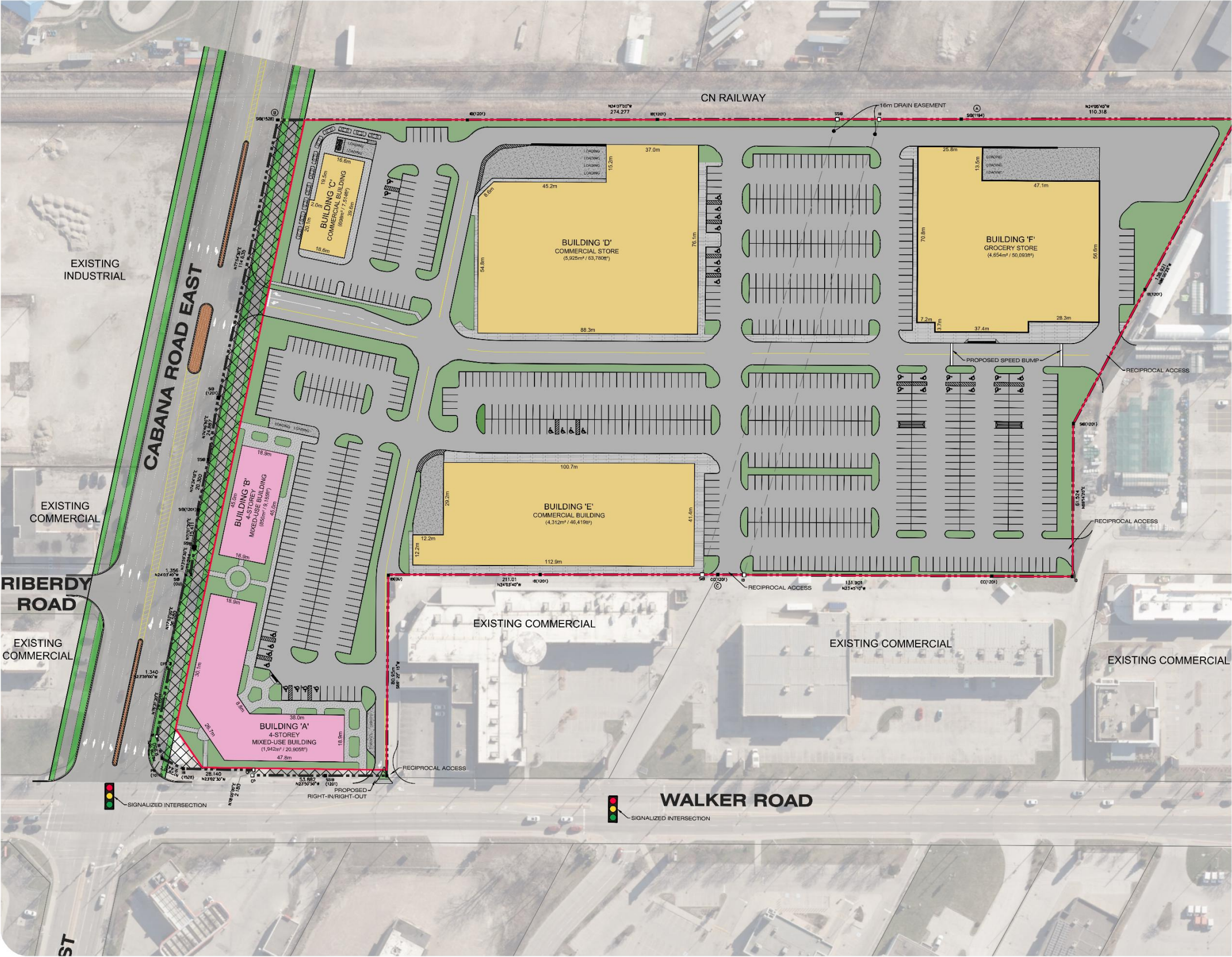
BUILDINGS	HEIGHT	PROPOSED USE	COMMERCIAL GFA	RESIDENTIAL UNITS
A	4 Storey	Combined Use	1,440.0 sq.m	54 Units
B	4 Storey	Combined Use	850.0 sq.m	20 Units
C	1 Storey	Commercial	698.0 sq.m	
D			5,925.0 sq.m	
E		Grocery Store	4,312.0 sq.m	
F		Commercial	4,654.0 sq.m	
Total			18,381.0 sq.m	74 Units

The placement and configuration of buildings across the site are carefully designed to respond to site geometry, existing road frontages, adjacent land uses, the existing CN railway line and the City of Windsor’s urban design and intensification objectives. Combined use Buildings ‘A’ and ‘B’ are positioned along Cabana Road East to establish a strong urban edge, support transit, and assist in activating a key gateway. Standalone commercial Buildings ‘C’ to ‘F’ are located within the interior and eastern/northern portions of the site. Building ‘E’ is identified as the grocery store and is located in the northeast portion of the development area, while Buildings ‘D’ and ‘E’ form larger-format commercial buildings within the central and eastern portions of the site.

A total of 877 surface parking spaces are provided across the site, satisfying the required 873 spaces, distributed adjacent to each building and supported by internal drive aisles and reciprocal access points for efficient circulation. Full vehicular access is provided from both Walker Road and Cabana Road East, with connections to nearby signalized intersections. A network of pedestrian pathways provides safe and direct access to all buildings and support walkability across the site.

Strategically located within an established Mixed-Use Centre and bordered by existing commercial, industrial and CN railway lands, the proposed development leverages its context to deliver a high-quality intensification project aligned with the City of Windsor’s Official Plan objectives for complete and transit-supportive communities.

Figure 2 – Conceptual Site Plan



LBI DEVELOPMENTS INC.
WALKER ROAD AT CABANA ROAD
REDEVELOPMENT

CONCEPTUAL DEVELOPMENT PLAN
OPTION 2

SUBJECT SITE
(±7.30ha. / 18.03ac.)

PROPOSED
MIXED-USE BUILDINGS

PROPOSED
COMMERCIAL BUILDINGS

PROPOSED
DEVELOPMENT
(±7.02ha. / 17.35ac.)

LAND CONVEYANCE
(2,731m²)

SITE DATA MATRIX		
	REQUIRED	PROVIDED
MAJOR USE	N/A	COMMERCIAL, MIXED-USE
SUBJECT SITE AREA	N/A	72,953.17m²
DEVELOPMENT AREA	N/A	70,222.04m²
AREA: BUILDING 'A'	N/A	1,440m² COMMERCIAL & 54 RESIDENTIAL UNITS / 502m² GROUND FLOOR
AREA: BUILDING 'B'	N/A	585m² COMMERCIAL & 20 RESIDENTIAL UNITS / 265m² GROUND FLOOR
AREA: BUILDING 'C'	N/A	698m²
AREA: BUILDING 'D'	N/A	5,925m²
AREA: BUILDING 'E'	N/A	4,312m²
AREA: BUILDING 'F'	N/A	4,654m²
BUILDING AREA TOTAL	N/A	18,381m²
BUILDING 'A' - MIXED USE	131 SPACES (1 space per 22.5m² commercial & 1.25 spaces per unit)	131 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	192 SPACES (1 space per 22.5m² commercial)	192 SPACES
BUILDING 'E' - GROCERY STORE	207 SPACES (1 space per 22.5m² commercial)	207 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 O.L.S PRIOR TO CONSTRUCTION.

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

SOURCE: COUNTY OF ESSEX AERIAL
PHOTOGRAPHY (2023)

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PROJECT: 24-9442
STATUS: DRAFT
DATE: 05/08/2026

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1.3 PROPOSED APPLICATION

The Subject Site is designated as “Mixed-Use Centre”, “Mixed-Use Corridor” and “Industrial” in the City of Windsor’s Official Plan (OP) and zoned Commercial District 3.3 (CD3.3), Commercial District 2.1 (CD2.1) and Manufacturing District 1.2 (MD1.2) in the City’s Zoning By-law 8600. While the Mixed-Use designations permit a range of residential and commercial uses, the Industrial designation does not permit the proposed commercial uses within Buildings ‘D’, ‘E’, and ‘F’.

To enable the full range of proposed uses, the applicant is requesting that Council approve the following:

- **An Official Plan Amendment:** To redesignate the entire site as “Mixed-Use Centre”, consolidating existing designations to support residential, commercial and mixed-use development; and
- **A Zoning By-law Amendment:** To rezone the entire site as Commercial District 3.6 (CD3.6).

These amendments are consistent with the Provincial Planning Statement (2024), the City’s Intensification Guideline policies, and the design intent of the “Mixed-Use Centre” designation. The proposed zoning framework will enable context-sensitive intensification, support active transportation, and enhance the commercial viability of this key urban node.

2.0 POLICY AND URBAN DESIGN FRAMEWORK

The City of Windsor's Official Plan (OP) and its Intensification Guidelines (IG) are key urban design policy frameworks guiding the proposed development. The OP establishes the foundational direction for land use and built form across Windsor, including policies that support compact, mixed-use, and transit-oriented development. The IG expands on the OP's urban design principles with targeted guidance for intensification within designated growth areas.

Together, these documents inform the urban design rationale for evaluating the proposed Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) and demonstrate how the proposed re-designation to "Mixed-Use Centre" better aligns with the City's intensification goals and its broader vision for sustainable growth, complete communities, and context-sensitive development. This Urban Design Brief demonstrates how the development aligns with these policies and reflects the principles of good urban design.

2.1 CITY OF WINDSOR OFFICIAL PLAN

The subject site is currently designated as "Mixed-Use Centre", "Mixed-Use Corridor" and "Industrial" in the City of Windsor's Official Plan and Commercial District 3.3 (CD3.3), Commercial District 2.1 (CD2.1) and Manufacturing District 1.2 (MD1.2) in the City's Zoning By-law 8600. The proposed redesignation to "Mixed-Use Centre" is consistent with the intent of the Official Plan, which supports a mix of residential, commercial, and office uses within compact, walkable, and transit-oriented environments. This policy direction reinforces the site's potential to evolve into a vibrant urban node that contributes to a more integrated and efficient urban structure.

2.1.1 Urban Design Policies

Chapter 8 of the Official Plan outlines urban design policies to ensure that the proposed development incorporates good urban design practices that will contribute positively to the community's quality and resident welfare, as well as promote sustainability and resilience. These policies aim to achieve:

- Compatibility with the surrounding context to prevent adverse impacts;
- Diverse and inclusive land uses that offer access to essential services and support universal design;
- Active and alternative transportation options to reduce car dependency and improve connectivity;
- Sustainable built form through compact and efficient urban design; and
- High-quality, pedestrian-oriented environments that respect appropriate scale, massing, and density.

2.2 CITY OF WINDSOR INTENSIFICATION GUIDELINES

The Intensification Guidelines provide detailed direction to support infill and redevelopment within Windsor's designated growth areas. The guidelines are a supplement to the Official Plan, offering specific urban design strategies to ensure new development is contextually appropriate, efficient, and aligned with broader planning goals.

Key principles of the Intensification Guidelines include:

- **Efficient Land Use:** by encouraging higher-density development within designated intensification areas to support public transit, infrastructure, and community services.
- **Context-Sensitive Design:** by ensuring new developments fit within the character of existing neighborhoods through appropriate scale, setbacks, and design elements.
- **Mixed-Use Development:** Promoting diverse land uses that create vibrant, walkable communities and reduce dependence on automobiles.
- **Connectivity and Mobility:** Enhancing pedestrian and cycling networks while supporting transit-oriented development.

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

3.0 EXISTING NEIGHBOURHOOD CHARACTER AND VISION

3.1 EXISTING NEIGHBOURHOOD

The subject site is located at the southeast corner of Walker Road and Cabana Road East, within a predominantly commercial and industrial area of south Windsor. The surrounding area is characterized by low-rise, auto-oriented commercial plazas, warehouse-style industrial buildings, and large surface parking lots. The site is well-served by an existing pedestrian network, with sidewalks on all frontages, signalized crosswalks, and transit access along both arterial roads.

To the north and south, the area transitions to low-density residential neighbourhoods composed of detached dwellings, supported further by community amenities such as places of worship, schools and recreational spaces. The CN rail corridor forms the eastern boundary of the site, while nearby arterial roads provide direct regional access, reinforcing the area's strategic commercial function.

The subject site is also located approximately 900m southwest of Windsor International Airport, enhancing its regional connectivity and positioning it within a broader employment and transportation corridor. This proximity supports the site's role in accommodating mixed-use intensification with access to key economic infrastructure.

The following surrounding land uses are within 5-10 minute walking distances of the subject site:

Commercial Plazas:

- Walker Square Plaza (4339–4371 Walker Rd):
 - Real Canadian Superstore, Best Buy, Michaels, Bulk Barn, Winners, Bath Depot, RONA, and Ren's Pet Depot; etc.
- Walker Crossings Place Plaza (4324–4330 Walker Rd):
 - HomeSense, Planet Fitness, Cora's Restaurant etc.
- Ferrari Plaza (4096–4120 Walker Rd):
 - EB Games, M&M Food Market, Bell, Bedroom Depot, and other local service retailers.
- Walker Place Plaza (4140 Walker Rd):
 - Multi-tenant retail centre featuring Lone Star, Pita Pit, A&W, Canadian Tire;
- Other Adjacent strip plazas with a variety of:
 - Retail, restaurant, service, and personal care uses;
 - Offices (dental, medical and professional services);
 - Pharmacy Services;
- Stand-alone Quick-service restaurants:
 - Tim Hortons, McDonald's, Burger King, A&W.
- Gas Stations (Petro Canada);
- Banks;
- Landmark Cinemas

Residential:

- Low-density residential neighbourhood (north)

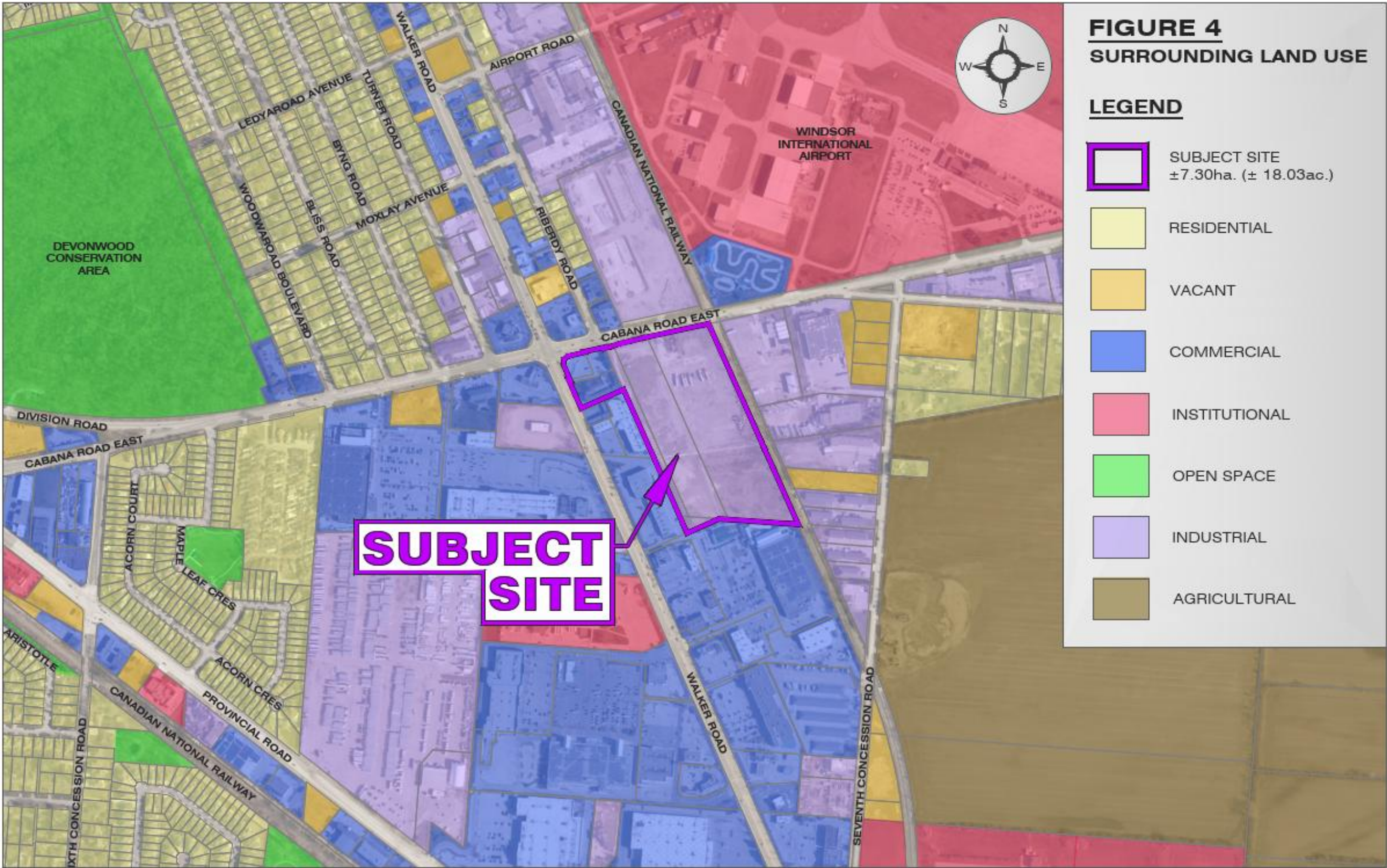
Institutional:

- Roseland Public School (elementary school located ~ 2 km east of the site)
- Talbot Trail Public School (~ 2.5km southeast of the site)
- Places of Worship
- Community Services
 - Childcare centers (The Toy Box Early Childhood Education Centre, Kinder Academy Daycare Centre)
 - Medical clinics (Roseland Medical Clinic; South Windsor Medical Centre);
 - Veterinary clinics (Walker Road Animal Hospital, Roseland Animal Hospital, South Windsor Animal Hospital)
- Windsor International Airport

Parks and Amenities:

- Devonwood Conservation Area (east)
- Maple Leaf Park

Figure 3 – Surrounding Land Uses Map



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

Figure 4 – View of the Subject Site facing North



Source: Google Image (2025), Prepared by Counterpoint Land Development by Dillon Consulting.

Figure 5 – View of the Subject Site facing South



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

Figure 6 – Devonwood Conservation Area



Source: Google Image (2025), Prepared by Counterpoint Land Development by Dillon Consulting.

Figure 7 – Low Rise Residential Neighborhood (Turner Street)



Source: Google Street View Screen Capture (2025), Prepared by Counterpoint Land Development by Dillon Consulting.

3.2 NEIGHBORHOOD VISION – MIXED-USE CENTRE

The proposed development is best aligned with the Mixed-Use Centre designation (OP S.6.12.2), which envisions large, strategically located sites evolving into vibrant, compact, and transit-supportive urban nodes, that offer a balanced mix of residential, commercial, office, and community uses. While portions of the subject site are currently designated “Mixed-Use Corridor” and “Industrial,” the scale, function, and integrated design of the proposal are more consistent with the goals and criteria of a Mixed-Use Centre. The proposed intensification exceeds the linear, street-facing typology typically supported within Mixed-Use Corridors. Instead, it reflects the defining features of a Mixed-Use Centre by delivering a cohesive block structure, internal circulation, and a diverse mix of residential and commercial uses that will serve both local and regional needs.

Key benefits of the proposed development include the introduction of new employment opportunities, the integration of medium-profile housing options and the reuse of underutilized commercial and industrial lands, all of which are core objectives of the Mixed-Use Centre designation and Windsor Intensification Guidelines (S.3.2.1).

The vision also reflects a shift away from the single-use, vehicle-dominated sites and towards complete communities that support active transportation, public realm enhancement, and medium-profile residential intensification. This transition is supported by the site's arterial connectivity, proximity to existing residential neighbourhoods, and the opportunity to reconfigure large sites into more connected and urbanized blocks.

In keeping with this vision, the proposed development aims to:

- Contribute to a range of housing options through Combined Use Buildings, supporting residential diversity and affordability;
- Frame Walker Road and Cabana Road East with medium-profile, street-oriented buildings that establish a strong urban edge and active streetscape;
- Deliver a balanced mix of residential, commercial, and grocery retail uses to serve both neighbourhood and city-wide demand;
- Ensure compatibility with adjacent development through thoughtful massing, height transitions, and contextual design (OP S.6.3.2.4; S.6.3.2.5.c); and
- Promote sustainability, placemaking, and high-quality urban design to enhance long-term livability and comfort (OP S.8.0).

The site's surrounding land uses further reinforce its suitability for medium-profile intensification. Collectively, these existing conditions form a well-served and diverse urban context, providing an ideal foundation for compact, context-sensitive intensification.

4.0 URBAN DESIGN ANALYSIS

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

4.1 CONTEXT AND ORIENTATION

The subject site is situated at the prominent intersection of Walker Road and Cabana Road East, both designated as Class II Arterial Roads and functioning as a key gateway into South Windsor. The surrounding area is comprised of a transitional urban fabric with a mix of auto-oriented commercial plazas, light industrial uses, and low-density residential neighbourhoods. Given its adjacency to arterial corridors, CN railway lands, and proximity to both residential and commercial nodes, the site is uniquely positioned to accommodate context-sensitive intensification in line with Windsor's Mixed-Use Centre designation (OP S.6.5.2.4).

The building placement and configuration are deliberately designed in response to the site's geometry, existing road frontages, adjacent land uses, the existing CN railway line and the City of Windsor's urban design and intensification objectives. The proposed site layout organizes medium-density, mixed-use Buildings 'A' and 'B' along the Walker Road and Cabana Road East frontages, designated arterial corridors, to promote visibility, pedestrian access, and transit-supportive density at a prominent intersection. They will serve as visual anchors at the southwest edge of the site, framing the streetscape and establishing an active, human-scaled frontage that supports a vibrant public realm. This aligns with policies promoting medium-profile, transit-supportive development that enhances walkability and street animation (OP S.8.3.2.2; IG S.3.2.1). Entrances will be clearly articulated and oriented toward public streets, enhancing passive surveillance and wayfinding which are key aspects of crime prevention through environmental design (CPTED). The building's proximity to the street and transit reinforces sustainable mobility objectives (OP S.7.2.1).

Single storey commercial Buildings 'C' to 'F' are organized along the interior portions and eastern edge of the subject site, abutting the rail corridor, to accommodate a variety of retail and service-oriented uses. Building 'F' is a proposed grocery store, centrally located for optimal customer access and efficient servicing. This hierarchy of form and use reflects design principles that prioritize internal cohesion, flexible tenancy and functional circulation, ensuring a logical flow of both vehicular and pedestrian movement through internal drive aisles and reciprocal access easements.

In addition, the site's corner condition provides a unique opportunity to define the gateway character of the subject site, anchoring future intensification at the Cabana-Walker intersection and enhancing the identity of the area. Landscaping, setbacks, and sightlines have been designed to preserve intersection visibility while softening the transition between built form and public space. Together, the site's location, orientation, and interface treatments demonstrate a thoughtful response to urban design objectives

delivering a transit-supportive, walkable, and visually cohesive development that respects and reinforces the evolving role of the Mixed-Use Centre.

4.2 BUILT FORM, MASSING AND COMPATIBILITY

The proposed development demonstrates a clear hierarchy of built form that responds to its arterial context and surrounding land uses. The 4-storey medium profile mixed-use Buildings 'A' and 'B' are located along Walker Road and Cabana Road East—designated Class II Arterials and prominent urban gateways—where increased height and density are appropriate to frame the street, reinforce the public realm, and support transit-oriented intensification (OP S.6.2.6(a); S.7.2.1). These buildings establish a strong urban edge and define the corner condition at a key intersection within the city's Mixed-Use Centre network (refer to Appendix B – Reference Image 1).

The built form then transitions inward to low-profile, one-storey commercial Buildings 'C' to 'F'. This gradation in height reflects compatibility objectives for edge conditions within Mixed-Use Centres, reducing visual impacts and shadowing on adjacent uses (OP S.6.3.2.5(c); S.6.5.2.6(h)(ii)). Strategically placed within the interior and eastern/northern portions of the site, the lower-profile commercial buildings provide a transition from the arterial frontages toward the rail corridor and adjacent commercial/industrial context (OP S.6.3.2.4) (refer to Appendix B – Reference Image 1).

Internal servicing, loading, and parking are organized to minimize conflict with pedestrian areas and preserve streetscape quality. Transitional setbacks and landscaping further support compatibility with adjacent built form, while maintaining pedestrian and vehicular accessibility throughout the site.

Overall, the site balances intensification goals with neighbourhood sensitivity, achieving built form that is both contextually responsive and aligned with the City of Windsor's policies.

4.3 PUBLIC REALM

The proposed development actively contributes to a high-quality public realm by framing Walker Road and Cabana Road East with medium-profile, street-oriented Buildings 'A' and 'B' defining and animating the arterial intersection (refer to Appendix B – Reference Image 1). The ground-floor commercial components of Buildings 'A' and 'B', together with transparent glazing, clearly defined entrances, and landscape treatments, will help establish a more engaging streetscape along the arterial frontages (OP S.8.3.2.1(b); IG S.3.4.2(c)) (refer to Appendix B – Reference Image 1). Minimal setbacks and enhanced landscaping treatments reinforce the urban edge while maintaining pedestrian comfort and sightlines at the intersection, a designated gateway node (OP S.6.2.6(a); OP S.8.3.2.3(e)).

The site integrates continuous sidewalks on all frontages and connects them through internal pedestrian pathways that offer safe, legible access between building entrances, surface parking areas, and public sidewalks (OP S.8.3.2.2(b), (d)). Bicycle parking facilities and transit stop proximity further support multimodal transportation and align with Complete Streets objectives (OP S.7.2.1).

Additionally, the site design provides small, landscaped nodes and pedestrian rest areas that soften transitions between the public and private realms, enhancing usability and comfort. Parking and loading areas are generally internalized within the site and organized to reduce direct impacts on the Walker Road and Cabana Road East frontages, while maintaining functional access for commercial tenants, residents, and

service vehicles. (OP S.8.3.2.2(e); OP S.6.5.2.6(d)). Enhanced landscaping buffers and clear wayfinding further contribute to safety, comfort, and aesthetic value, in keeping with the City's urban design objectives.

4.4 TRANSPORTATION AND CONNECTION

The subject site benefits from strong multi-modal access and is well-connected to the broader transportation network. Located at the intersection of two Class II Arterial Roads and benefitting from dual frontages along Walker Road and Cabana Road East, the site supports vehicular access and visibility for commercial tenants and future residents.

From an urban design perspective, the site is highly accessible and strategically positioned to support a clear movement hierarchy:

- Vehicular access is directed from both Cabana Road East and Walker Road, including proximity to signalized intersections and shared entrances through adjacent properties. Internal drive aisles and reciprocal access connections support fluid vehicle circulation across the site;
- Pedestrian connectivity is enhanced through continuous sidewalks and clear sightlines to building entrances, ensuring safe and legible access for residents, visitors, and service users;
- Transit accessibility is supported as the subject site is directly served by Transit Windsor routes along both arterial roads. Existing transit stops along Walker and Cabana promote transit use and support the City's transit-oriented development objectives (OP S.7.2.1), particularly within Mixed-Use Centres;
- While formal cycling lanes are limited in the immediate area, the site connects to the broader active transportation network and will provide bicycle parking, supporting Windsor's multimodal goals (IG S.4.4.2) and integrating with future planned bike routes, encouraging alternative transportation use;
- 877 surface parking spaces are distributed across the site to serve each building while minimizing pedestrian conflict. Landscaping and internal placement of loading areas help mitigate visual and functional impacts (OP S.8.3.2.5); and
- The site is located within a short driving distance to Windsor International Airport (900m), EC ROW Expressway (~3km) and Highway 401 (~6km), reinforcing its value as a connected urban node suited for both local and regional access.

The development reinforces the role of Mixed-Use Centres as transit-supportive, accessible, and interconnected hubs (OP S.6.5.2.4(d)). Its transportation strategy supports multiple modes of mobility, promotes safety and legibility, and aligns with Windsor's broader intensification and urban design framework.

4.5 PROXIMITY TO WINDSOR INTERNATIONAL AIRPORT

The subject site is located approximately 900m west of Windsor International Airport, positioning it within a strategically significant employment and infrastructure corridor. As identified in the City of Windsor's long-term growth strategy, the airport functions as a regional employment hub, supporting aviation, logistics, warehousing, and cross-border trade, which are all critical sectors for South Windsor's economic vitality. The proposed development stands to benefit from and contribute to this economic ecosystem.

Proximity to major infrastructure, including the airport, Highway 401, and the Canada-U.S. border, enhances regional accessibility and reinforces the site's suitability for intensified mixed-use development. This aligns with Official Plan policies for Mixed-Use Centres (OP S.6.5.2.4(d)) that emphasize creating nodes that are both locally complete and regionally connected.

Although the site lies outside the Airport Operating Influence Zone, the development respects potential compatibility concerns by incorporating appropriate urban design measures. These include orientation and placement of buildings away from potential noise sources and consideration of height to avoid future conflicts with flight paths. The site's configuration and land use mix reflect a forward-looking approach to compatibility, connectivity, and economic integration. Given this context, the development not only leverages its proximity to key regional assets but also aligns with Windsor's broader objectives for employment intensification, mobility, and economic resilience.

4.6 ARCHITECTURAL DESIGN

At the detailed design stage, architectural expression will play a central role in enhancing the site's urban integration, visual identity, and overall contribution to the public realm. The proposed development will adopt a contemporary architectural style that reinforces the hierarchy of built form and responds sensitively to context, scale, and materiality. Ground-level transparency, clear entryways, and weather protection elements may enhance pedestrian comfort and activity along Walker Road and Cabana Road East. Building massing could be refined to reinforce a compatible transition to adjacent areas.

The building designs will aim to achieve visual harmony with surrounding built forms, particularly in scale, massing, height, rooflines, and materials (OP S.6.3.2.5(c); OP S.8.3.2.4), critical at transition points such as the interface with low-rise residential areas and commercial buildings. It will also aim to express architectural interest through varied materials, fenestration patterns, façade articulation, and massing to avoid blank walls or monotonous appearances (OP S.8.3.2.1-2). Additionally, opportunities may exist to introduce sustainability features, such as energy-efficient cladding, green roof treatments, or passive design elements, that align with the City's broader objectives for resilient, high-quality urban design. These elements will be further explored during the Site Plan Control (SPC) process and detailed building design stages.

4.7 SUPPORTING GROWTH AND FUTURE ADAPTABILITY

This development aligns with Windsor's urban structure by intensifying a key node along arterial corridors while delivering a mix of residential and commercial uses that support local and regional economic vitality. It transforms underutilized industrial and commercial land into a complete community, creating employment opportunities, expanding housing supply by introducing 74 residential units, and enhancing urban form at a prominent arterial intersection. It also contributes to the City's intensification targets and offers a viable alternative to suburban sprawl (OP S.3.2; S.6.5.2.5(e)).

The site layout, building configuration, and infrastructure are designed with adaptability in mind. The modular commercial spaces and mixed-use buildings support flexible tenancies and long-term evolution in response to market demands. High-quality design, walkable connections, and transit integration ensure that the site remains resilient and relevant as Windsor continues to urbanize. The development supports the City's goals for sustainable growth, complete communities, and long-term livability (OP S.8.1; IG S.4.1.1).

5.0 SUMMARY

In summary, 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. This Urban Design Brief supports the proposed redevelopment of approximately 7.3 ha of underutilized commercial and industrial land into a complete, vibrant, transit-supportive node featuring two 4-storey medium profile mixed-use buildings with residential units above commercial uses, and four (4) single-storey standalone commercial buildings, including a centrally located grocery store.

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.

Some of the key urban design strategies include:

- Framing the public realm with 4-storey medium-profile buildings along Walker Road and Cabana Road East to reinforce street presence and walkability;
- Establishing a clear height transition from the 4-storey mixed-use buildings along the arterial frontages to lower-profile commercial buildings within the interior and edge areas of the site for compatibility;
- Enhancing multimodal access with direct transit, pedestrian, and cycling connections;
- Defining a gateway corner through massing, orientation, and landscape design;
- Creating a cohesive and legible site layout with active frontages and internal circulation; and
- Supporting future adaptability through modular spaces and phased flexibility.

By consolidating the fragmented OP and zoning designations under a unified Mixed-Use Centre framework, the development advances the City of Windsor's goals for sustainable growth, housing diversity, and economic resilience. It aligns with the City's Medium Profile Intensification Guidelines complete communities, compatible infill, and vibrant public spaces (OP S.4.2.2.4; S.6.3.2.1; S.6.3.2.5; S.8.3.2). The site's configuration, built form strategy, and public realm improvements respond directly to Windsor's policy framework and reinforce a long-term vision for complete, connected communities.

As the City of Windsor's Official Plan affirms, a memorable and livable city is one where people feel inspired by their surroundings (OP S.8.0). This development embraces that vision and aims to elevate everyday experience through thoughtful, future-ready urban design.

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APPENDIX A

Policy Tables

Table 5-1: City of Windsor Official Plan Policies

POLICY REFERENCE	POLICY DESCRIPTION	RESPONSE
8.0 – Urban Design		
8.1 - GOALS		
8.1.1	Promote a recognizable and attractive city identity.	The proposed mixed-use development is designed to significantly enhance the public realm and contribute positively to Windsor’s image along this mixed-use corridor through high-quality design and improved streetscaping. This includes emphasizing pedestrian-friendly elements such as active streetscapes, wider sidewalks with quality paving, integrated public spaces, landscaping, street furniture, active ground floor frontages, and wayfinding elements to enhance walkability and foster an engaging, comfortable, and safe environment that encourages foot traffic and social interaction. The project's commitment to a high-quality built environment is further supported by cohesive site planning, contextual massing, and thoughtful architectural articulation. Opportunities exist to incorporate sustainable materials and varied facades, details of which will be discussed during the Site Plan Control process.
8.1.3	Ensure all developments promote pedestrian accessibility.	
8.1.6	Maintain a high standard of architectural and urban design.	
8.1.7	Encourage visually appealing and functional public spaces	
8.1.10	Ensure streetscapes contribute to Windsor’s urban environment.	
8.1.12	Excellence in building, site, and right-of-way design.	
8.2 – The Image of Windsor		
8.2.2.1	Maintain Windsor’s distinct commercial districts.	The development reinforces the identity of the Walker Road Regional Commercial Centre by expanding commercial uses and introducing medium density residential uses to the area.
8.2.2.7	Ensure projects enhance Windsor’s districts and neighborhoods.	The development contributes to the vibrancy of the Mixed-Use Centre by promoting a mix of uses and active street-level design.
8.3 – Design for People		
8.3.1.2	Encourage pedestrian-scale development.	Enhancing walkability and the pedestrian experience through human-scale design, the proposal includes wide sidewalks, active ground-floor uses, landscape buffers, and street-level amenities such as outdoor seating.
8.3.2.2	Buildings and spaces should enhance the pedestrian experience.	
8.4 – Pedestrian Access		
8.4.1.1	Integrate accessible pedestrian routes.	The development includes barrier-free pathways, seating, and accessible entry points to enhance mobility.

POLICY REFERENCE	POLICY DESCRIPTION	RESPONSE
8.5 – Ecological Design		
8.5.2.6	Establish landscaping requirements to enhance the urban environment.	The development includes green buffers, street trees, and sustainable landscaping. Green building principles have been incorporated through stormwater management, and energy-efficient infrastructure.
8.5.2.8	Encourage sustainable building and urban design.	
8.7 – Built Form		
8.7.2.1	Ensure new developments complement existing neighborhoods.	The development’s massing, setbacks, and architectural features are designed to blend harmoniously with the surrounding urban fabric, featuring stepped massing and setbacks to provide a smooth transition between existing and new development.
8.7.2.4	Ensure gradual transitions between different building profiles.	
8.7.2.5	Encourage active and engaging storefronts.	
8.7.2.6	Ensure commercial buildings enhance the pedestrian experience.	The commercial units will be designed with minimal gaps between storefronts to create a vibrant shopping corridor, avoiding blank walls and integrates engaging architectural features at the ground level.
8.11 – Streetscape		
8.11.2.10	Promote mixed-use development along key corridors.	The project supports the ongoing development of the Mixed-Use Centre by introducing residential dwellings that mesh well with the existing and proposed commercial uses. Landscaping and architectural screening has been included to enhance the appearance of commercial parking areas.
8.11.2.19	Minimize the visual impact of surface parking for commercial uses.	
8.12 – Safety		
8.12.2.1	Design should promote safety and visibility in public spaces.	Natural surveillance principles, well-lit pathways, and transparent storefronts to improve safety have been considered, which will be detailed through Site Plan Control.
8.14 – Future Community Node		
8.14.2.1	Support pedestrian-oriented, mixed-use development.	Overall, the amendments will support a proposal that will support Windsor’s intensification strategy by creating a high-density, mixed-use environment.

Table 5-2: City of Windsor Intensification Guidelines (2022)

POLICY REFERENCE	POLICY DESCRIPTION	RESPONSE
1.0 – Introduction		
1.1	Encourages more efficient land use, transit-supportive development, and a broader mix of housing types.	The project supports intensification by transitioning an industrial site into a mixed-use corridor with residential and commercial uses, introducing multiple dwelling units to the surrounding area. It incorporates appropriate transitions in massing, setbacks, and design to respect adjacent properties.
1.7	Requires intensification to integrate into the existing built form while avoiding undue adverse impacts.	
3.0 – Mixed-Use Centres, Nodes and Corridors		
3.1	Encourages development that integrates residential, commercial, and office uses while ensuring compatibility with surrounding areas.	The proposed development aligns by creating a dynamic mixed-use environment, blending housing and retail while ensuring smooth transitions with adjacent properties.
3.2 – General Guidelines for all Development		
3.2.1	Mixed-use centres should be pedestrian-oriented, with buildings framing streets and supporting public transit.	The mixed-use buildings frame the intersection of Cabana Road East and Walker Road, creating a focal point for visitors entering and exiting the area. Supporting the buildings’ locations, direct pedestrian connections to existing networks support pedestrian circulation to the existing Transit Windsor bus corridor through the South Windsor 7 and Walkerville 8 routes.
3.2.2	Supports a full range of residential, commercial, and office uses along arterial and collector roads.	The development supports a full range of residential and commercial uses by transitioning industrial land into a vibrant mixed-use corridor with diverse amenities.
3.3 – Site Planning		
3.3.1	Buildings should front the street with active uses, minimal setbacks, and pedestrian-scale design.	The mixed-use buildings front the street and promote an active use of the space with minimal setbacks and pedestrian-scale design.
3.3.3	Requires street trees, urban plazas, and green infrastructure to enhance public spaces.	Greenspaces, pedestrian pathways, and sustainable landscaping features are intended to connect the subject site and will be further detailed through Site Plan Control to improve the public realm.
3.4 - Built Form Guidelines		
3.4	Supports a mix of low, medium, and high-profile buildings with	The development incorporates a variety of low and medium profile buildings, appropriate transitions

POLICY REFERENCE	POLICY DESCRIPTION	RESPONSE
	appropriate transitions to existing built form.	between the mix of uses. The mixed-use developments are the tallest uses on the site, which have been concentrated along Walker Road and Cabana Road East. Both Walker Road and Cabana Road East have been classified as Class II Arterial Roads through the City of Windsor Official Plan, Schedule F.
3.4.1	Taller buildings should be concentrated along major roads, with step-backs to reduce visual impact.	
3.4.3	Encourages street-level retail and upper-floor residential, with engaging storefronts and pedestrian-focused design.	Street-level retail is intended for the proposed mixed-use buildings, with complimentary upper-floor residential activity. This ensures the development can maintain the vibrant commercial presence of the area, while supporting residential intensification.
3.4.4.1	Requires appropriate height transitions, podium developments, and setbacks to maintain sky views and reduce shadows.	The project transitions the height of development, focusing taller buildings towards the Cabana at Walker intersection and buildings with less height internal to the site. Views to the sky are maintained with minimal disruptions to the existing uses surrounding the site.
3.4.4.2	Ground floors should have large windows, engaging entrances, and minimal blank walls.	The proposal will encourage the development active frontages, featuring transparent facades, inviting retail spaces, and architectural articulation as detailed through Site Plan Control.
3.4.4.4	Developments should be designed to encourage transit use, with minimal surface parking and strong pedestrian connections.	Accessibility to public transit has been considered through the site's design and layout, recognizing the nearest bus stops are located at the intersection of Cabana Road East and Walker Road, servicing the South Windsor 7 and the Walkerville 8 respectively. The proximity to the mix of uses focused on this intersection encourage transit use for residents and visitors of the site, lessening the burden of automotive transportation on the existing road network.

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APPENDIX B

Reference Images

Reference Image 1 (AI Generated)



Reference Image 2 (AI Generated)

