

# Planning Justification Report Addendum

## **825 Riverside Drive W Windsor, ON**

Clayland Developments Inc.

Official Plan Amendment and  
Zoning By-law Amendment

PJR: May 2020

ADDENDUM: December 2025



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Amendment

PJR: May 2020

ADDENDUM: December 2025

**Prepared for:**

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GSP File No. 15002



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# 1.0 INTRODUCTION

GSP Group Inc., was retained by Clayland Developments Inc. (the “Owner”) to prepare a Planning Justification Report in support of the Official Plan Amendment (“OPA”) and Zoning By-law Amendment (“ZBA”) applications to facilitate the redevelopment of the property known municipally addressed as 825 Riverside West in the City of Windsor (the “Site”).

The initial Planning Justification Report (“PJR”), dated May 2020, was submitted to the City on May 11, 2020, and was part of an OPA and ZBA application package that was deemed complete on August 24, 2020. The complete application was subsequently circulated to the appropriate commenting departments and agencies.

This document is an addendum to the initial Planning Justification Report in response to the discussions with City staff and has only been revised as it relates to the changes made to the application, supporting studies, to reflect the updated PPS 2024 and updated Official Plan (OPA No. 159).

## 1.1 Project Team

In addition to the project team outlined in Section 1.1 of the May 2020 PJR:

- Heritage: **Stantec Consulting Ltd.**
- Urban Design: **GSP Group.**

# 2.0 SITE DESCRIPTION AND SURROUNDING USES

## 2.1 Site Description

The site description outlined in Section 2.1 of the May 2020 Planning Justification Report remains the same.

## 2.2 Surrounding Land Uses & Community Context

The surrounding land uses and community context outlined in Section 2.2 of the May 2020 Planning Justification Report remains the same.

## 2.3 Site History

The site history outlined in Section 2.3 of the May 2020 Planning Justification Report remains the same.

## 2.4 Community Services and Amenities

The community services and amenities outlined in Section 2.4 of the May 2020 Planning Justification Report remains the same.

# 3.0 PROPOSED DEVELOPMENT

## 3.1 Description of Proposed Development

The revised Proposed Development includes the development of the Site with **(Figure 2)**:

- The revised proposed residential infill development includes a total of 1,602 units distributed across five towers ranging in height from 17 to 25 storeys, as well as one three (3)-storey stacked/back-to-back townhouse block containing 24 units. The proposal also features outdoor amenity space along Riverside Drive West, parkettes east of Building 3 and a naturalized corridor approximately 12 metres wide running north–south along the eastern portion of the Site.
- Vehicular access is provided from Salter Avenue and Crawford Avenue to the Site via a private 8.5 m-wide access road with lay-bys located adjacent to the apartment buildings to facilitate move-in/ move-out activities and drop-offs.
- Sidewalks are proposed along both sides of the internal road along with internal pathways connecting the various building entrances to the public sidewalks and proposed parkettes.
- Three (3) levels of underground parking are proposed below the Site along with two (2) levels of above-grade parking within the podium of Building 2. In total, 1,725 parking spaces are proposed. Parking is accessible from Building 1, Building 2 and Building 3.
- The proposed back-to-back/ stacked townhouse units are oriented towards both Riverside Drive West and the proposed internal road with Buildings 2A, 2B, 2C, and 3 fronting onto the proposed internal road. Building 1 is situated at the northwest corner of the Site and will front onto the proposed internal road, Riverside Drive West and Crawford Avenue.
- Soft landscaping is proposed along the building frontages and at-grade outdoor amenity areas adjacent to Riverside Drive West, as well as within two (2) parkettes located beside Building 3. Together with proposed pedestrian walkways, these landscaped areas will provide residents with outdoor amenity space and establish pedestrian and cycling connections to the Riverfront Trail.

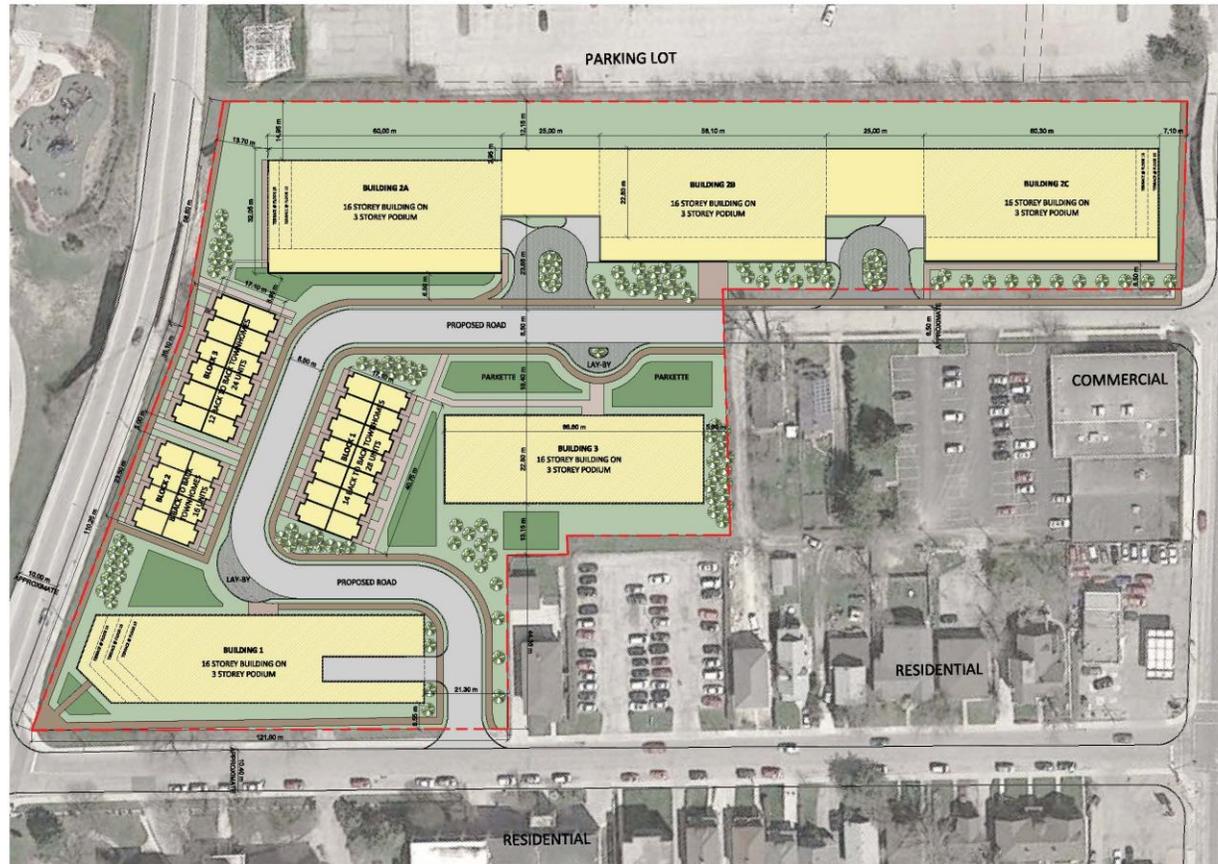
### **3.1.1 Changes to the Development Concept**

The changes from the original May 2020 submission include:

- Overall:
  - Increased the overall total units from 1,295 residential units to 1,602 residential units (+307 units);
  - Increased the number of parking spaces from 1,716 to 1,725 (+9 parking spaces);
  - Added a 3<sup>rd</sup> level of underground parking;
  - Reduction in the size of P1 and P2 at the north and south ends to accommodate the grading transitions to align with the existing elevation of the former rail corridor;
  - Increased the overall maximum Gross Floor Area Ratio from 5:1 to 6:1;
  - Increased the common amenity from 2,506 m<sup>2</sup> to 4,655 m<sup>2</sup> (+ 2,149 m<sup>2</sup>); and
  - Removal of commercial/ office space from the architectural drawings (the original proposed 1,716 parking spaces were intended to accommodate commercial uses in addition to residential uses).
- Building 1:
  - Added ten, two (2)-storey townhouses to the east of Crawford Avenue with walk-up entrances;

- Reduced the podium height from three (3) storeys along Crawford Avenue to two (2) storeys where the two (2) storey townhouses are proposed; and
- Increased the height from 16 storeys to 17 storeys to accommodate indoor amenity to support the new outdoor amenity on the mechanical penthouse level (“MPH”) (floor 17).
- Building 2:
  - Increased the podium heights for the entire building from three (3) storeys to four (4) storeys;
  - Relocated floor four (4) terraces to floor five (5);
- Building 2A:
  - Increased the tower height from 16 storeys to 21 storeys;
  - Relocated the terraces on floor 15 and floor 16 to floor 17 and floor 19;
  - Added five (5) two storey townhouses on the west side of the podium at grade internal to the Site;
  - Added new indoor amenity and outdoor amenity on the MPH level (floor 21);
- Building 2B:
  - Increased the tower height from 16 storeys to 23 storeys;
  - Added terraces on floor 19 (north side of the tower) and floor 21 (south side of the tower);
  - Added new indoor amenity and outdoor amenity on the MPH level (floor 23);
- Building 2C:
  - Increased the tower height from 16 storeys to 25 storeys;
  - Relocated the terraces on floor 15 and floor 16 to floor 21 and floor 23;
  - Added five (5) two storey townhouses on the west side of the podium at grade internal to the Site; and
  - Added new indoor amenity and outdoor amenity on the MPH level (floor 25).
- Building 3:
  - Increased the height from 16 storeys to 17 storeys;
  - Added access to the underground parking off the proposed internal road;
  - Added a terrace at floor 13 (north side of the building) and at floor 15 (south side of the building); and
  - Added new indoor and outdoor amenity on the MPH level (floor 17).
- Townhouse Block:
  - Reduced the number of townhouse units from 68 units to 24 units. Originally three (3) townhouse blocks were proposed, now only one (1) is proposed. The two (2) blocks previously proposed as townhouse blocks are now proposed for outdoor amenity space; and
  - Increased the height of the townhouses from two (2) storeys to three (3) storeys and now back-to-back and stacked townhouses.

Figure 1: 2020 Development Concept



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GSP Group | December 2025

2020 Development Concept  
Source: Turner Fleischer Architects Inc. (2016)



Figure 2: 2025 Updated Concept Plan



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2025 Updated Development Concept  
Source: Turner Fleischer Architects Inc. (2025)



**Table 1: Comparative Development Statistics**

	Units		Height	
	2020	2025	2020	2025
Building 1	340	352 (10 townhouses)	Podium:3 storeys	Podium:2-3 storeys
			Tower:16 storeys	Tower:17 storeys
Tower 2A	218	372 (5 townhouses)	Podium:3 storeys	Podium:4 storeys
			Tower:16 storeys	Tower: 21 storeys
Tower 2B	208	276	Podium:3 storeys	Podium: 4 storeys
			Tower:16 storeys	Tower: 23 storeys
Tower 2C	203	312 (5 townhouses)	Podium:3 storeys	Podium:4 storeys
			Tower:16 storeys	Tower: 25 storeys
Building 2 Total:	629	960	Podium: 3 storey	Podium:4 storeys
			Tower:16 storeys	Tower:21- 25 storeys
Building 3:	258	266	16 storeys	17 storeys
Townhouse Blocks 1-3 (now Block 1)	68	24	2 storeys	3 storeys
Overall Total	1295	1602	Podium:3 storeys	Podium:2-4 storeys
			Tower:16 storeys	Tower:17-25 storeys
2025 difference	+307 units		Podium height ranges from 2-4 storeys	
			Tower heights range from 17-25 storeys (max +9 storeys)	

Notable changes to the development concept statistics:

- Proposing an additional 307 units (originally proposed 1295 units and now proposing 1602 units);
- Reduction in townhouse units in the townhouse block (36 less) and the balance of the area is being proposed as outdoor amenity adjacent to Riverside Drive West;
- Change in the townhouse block from two (2) storey back to back townhouses to three (3) storey stacked- back to back townhouses;
- The addition of 20, two (2) storey townhouse units within the apartment buildings, 10 units in Building 1, five (5) units in Tower 2A and five (5) units in Tower 2C;
- Increase in the podium heights in Building 2 from three (3) storeys to four (4) storeys and adjusting the podium on Building 1 so that it ranges between two (2) to three (3) storeys; and
- Providing a range of heights for the towers between 17-25 storeys whereas previously all towers were proposed to be 16 storeys.

**Table 2: Parking Statistics**

	2020	2025	2025 Change
<b>Vehicular Parking</b>			
Min Parking Required	1.25 spaces per unit (1295 units) = 1619	1.25 per spaces unit (1602 units) = 2003	An additional 384 spaces required for the updated plans.
Proposed	1,716 spaces (1.32 spaces per unit)	Showing: 1,725 spaces (1.07 spaces per unit) Requesting: 1.03 spaces per unit (1650 spaces)	Proposing + 9 spaces but requesting 353 less than required
Compliance	Y	<b>N</b>	A site-specific parking provision required.
<b>Parking Breakdown:</b>			
Floor 2	137	136	-1
Floor 1	111	112	+1
Underground 1	734	578	-156
Underground 2	734	617	-117
Underground 3	-	282	+282
Total	1,716	1,725	+9

Notable changes to the parking statistics:

- a third level of underground parking is proposed;
- there is a reduction in the size of P1 and P2 at the north and south ends to accommodate the grading transitions to align with existing elevations of the former rail corridor; and
- in 2020 the proposed parking rate (1.32 spaces per unit) exceeded the minimum required by the Zoning By-law (1.25 spaces per unit). The 2025 updated plan is now showing 1.07 parking spaces per unit and is requesting 1.03 parking spaces per unit which requires a site-specific provision. The minimum visitor parking rate will be met. Although additional parking is shown on the plans, the requested rate is in line with the Parking Study recommendation prepared by Paradigm.

The **original** Official Plan Amendment proposed to:

- redesignate the northwestern portion of the Site from “Commercial Corridor” to “Residential”; and
- redesignate the portion of the Site within the City Centre Planning District boundary from “High Profile Area” to “Very High Profile Area”.

The **revised** Official Plan Amendment is proposing to:

- redesignate the northwestern portion of the Site from “Residential” to “Mixed Use Corridor” and
- redesignate the portion of the Site within the City Centre Planning District boundary from “High Profile Area” to “Very High Profile Area”.

The **original** Zoning By-law Amendment proposed to:

- rezone the Site from Commercial District 1 (CD1.4 - Office) and Commercial District 3 (CD3.6 - General Commercial) to Residential District 3 (RD3.9 - Multiple Dwelling) with a Site-Specific Label S.20(1)\_\_\_ to permit a maximum Gross Floor Area ratio of 5:1 whereas 4:1 is currently permitted in the RD3.9 zone; and
- rezone the eastern portion of the Site from Commercial District 3 (CD3.6 - General Commercial) to Green District 1 (GD1.4 - Natural Heritage Area) to reflect the proposed natural habitat linkage.

The **revised** Zoning By-law Amendment is proposing to:

- rezone the eastern portion of the Site from Commercial District 3 (CD3.6 - General Commercial) to Green District 1 (GD1.4 - Natural Heritage Area) to reflect the proposed natural habitat linkage;
- rezone the Site from a Commercial District 1 (CD1.4 - Office) and Commercial District 3 (CD3.6 - General Commercial) to a new Commercial District 3.\_\_(CD.3\_\_)(H\_\_) zone that:
  - permits: a Bake Shop, Bakery, Business Office, Child Care Centre, Convenience Store, Food Outlet- Take-Out, Hotel, Medical Office, Multiple Dwellings, Restaurant, Retail Store, and Stacked Townhouses and Townhouse Dwellings;
  - permits a maximum lot coverage of 45%;
  - requires a minimum landscaped open space of 40%;
  - permits a maximum height from 85 metres;
  - permits a minimum underground parking setback of 0.5 metres;
  - requires a minimum setback of 3.70 metres from Crawford Avenue, 4.55 metres from Riverside Drive West, 5.70 metres from Salter Avenue and University Avenue West and 5.75 metres from any interior or rear lot line;
  - applies a parking rate of 1.03 parking space per dwelling unit;
  - maximum gross floor area of a Bake Shop, Bakery, or Restaurant of 500 square metres;
  - the commercial uses shall have a combined maximum gross floor area of 1,000 square metres; and
- apply a holding provision H(\_\_\_\_) to prevent demolition until the appropriate mitigation measures including salvage, documentation, and commemoration are finalized and integrated within the approved site plan to the satisfaction of the City Planner.

## 3.2 Supporting Plans, Reports, and Studies

Technical studies and reports were required as part of the original applications. Additional studies have been prepared, and the required studies have been updated to reflect the updated proposal.

### 3.2.1 Environmental Impact Assessment Update

An Environmental Impact Assessment (“EIA”) was prepared by MTE Consultants Ltd., dated December 4, 2019 and submitted with the original application. A summary of the 2019 EIA is provided in Section 3.2.1 of the original Planning Justification Report .

An EIA update was prepared by MTE Consultants Ltd., dated September 8, 2025. As part of this update, additional site visits were conducted to evaluate habitat conditions along the rail corridor. Since the 2019 EIA, increased encampment activity has resulted in greater disturbance to the habitat compared to the 2018 baseline studies.

Since 2019, city staff also completed a species at risk screening update to identify habitat or potential habitat of protected species under the ESAct. No additional issues were noted. The owners have been working with the Ministry of Environment Conservation and Parks (MECP). Formal documentation received from the MECP will be provided to the City.

While the EIA update concludes that the recommendations of the original report remain unchanged, there is one additional recommendation which is that: prior to site plan approval, the ESAct requirements (if any) will be circulated to the municipality. Conditions of implementation provided through this ESAct approval process will become conditions of Site Plan Approval.

### 3.2.2 Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Report (“FSSMR”) was prepared by WalterFedy, dated March 5, 2020. This was submitted with the original application. See Section 3.2.2 of the original Planning Justification Report for a summary of the original FSSMR. An updated FSSMR was prepared by WalterFedy., dated September 2, 2025 to provide a preliminary servicing and stormwater management design for the updated development plan.

The updated report made the following conclusions and recommendations:

- *Mitigation measures will be required to protect two snake species that are thought to live within the protected snake corridor, as well as fish species in the Detroit River.*
- *The development strategy will ultimately dictate the number of individual sets of services that are to be provided to the overall development.*
- *The 450-mm-diameter combined sewer on Crawford Avenue will ultimately collect stormwater run off and sanitary flows from the proposed development. Buildings 2 and*

3 may connect to the combined sewer on Salter Avenue, which is conveyed to the sewer on Crawford.

- The proposed development is expected to generate a Total Ultimate Sanitary Flow of 64.12 L/s, which can be accommodated by one 300-mm-diameter sewers sloped at 1.0% or individual, smaller sanitary services for the condominium corporations. The proposed increase in sanitary sewage generation from the site is 59.15 L/s.
- Four 150-mm to 200-mm-diameter water services will be provided to service the proposed development, each accompanied with a water meter pit, if there are separate condominium corporations.
- Runoff from the proposed development will be controlled to this pre-development flow rate for the 1:5year and 1:100 year storm event.
- The proposed development must provide at least 341.76 m<sup>3</sup> of storage to meet the 1:100-year predevelopment flow rate. It is assumed that this will be achieved by using a underground stormwater holding tank.
- An oil-grit separator unit will be installed to provide at least normal level protection from the site.
- Perimeter silt fence, silt fence at the base of all stock piles, silt sacs in storm structures, and construction entrance mud mats can provide erosion and sediment control. These will be designed during detailed design.

### **3.2.3 Transportation Impact Study Update and Parking Study**

A Transportation Impact Study (“TIS”) was prepared by Paradigm Transportation Limited, dated February 2020. This was submitted with the original application. See Section 3.2.3 of the original Planning Justification Report for a summary of the original TIS. A Transportation Impact Study Update and Parking Study was prepared by Paradigm Transportation Limited dated December 2025, to analyze the existing traffic conditions, review traffic forecasts to the year 2029, review the propose parking rate and to provide any recommendations, if applicable, to improve future traffic conditions.

The TIS concludes that existing Traffic Conditions: All study area intersections are currently operating within acceptable levels of service except for:

- The northbound left-turn movements at the intersection of University Avenue West and Oullette Avenue with queues exceeding the available storage during the PM peak hour;
- At Crawford Avenue and Whyandotte Street West:
  - The westbound left-turn movement with queues exceeding the available storage during AM and PM peak hours;
  - The northbound left-turn movement with queues exceeding the available storage during the PM peak hour; and
  - The northbound shared through/ right-turn movement with a level of service C and a volume to capacity ratio greater than 0.85 during the AM peak hour.

Development Trip Generation: The development is forecast to generate 371 and 440 trips during the AM and PM peak hours, respectively or if the Site includes commercial uses (to a

maximum combined gross floor area of 1,000 square metres) it is forecasted to generate 392 and 505 trips during the AM and PM peak hours.

**Background Traffic Conditions:** All study area intersections are forecast to operate with similar levels of service as under the existing traffic conditions,

**Total Traffic Conditions:** All study area intersections are forecast to operate with similar levels of service as under the background traffic conditions with the addition of the following movements:

- University Avenue West and Crawford Avenue: The westbound left-turn movement is forecast to operate with 95th percentile queues exceeding the noted storage of 25 metres by one metre during the AM and PM peak hours. It is noted that the left-turn lane extends to the east as a two-way centre left-turn lane and can accommodate these queues.
- University Avenue West and Ouellette Avenue: The northbound left-turn movement is forecast to operate with queues exceeding the available storage of 15 metres during the AM peak hour. It is noted that under existing and background traffic conditions, this movement is already operating with queues exceeding the available storage during the PM peak hour.

**Site Access:** A southbound left-turn lane is not warranted under total traffic conditions at the Crawford Avenue site driveway. Traffic control signals are not warranted under total traffic conditions at University Avenue West and Salter Avenue.

The Parking Study concludes that the ITE Parking Generation Manual estimates a residential rate of 1.03 spaces per unit for a total of forecasted demand of 1,650 spaces including visitors.

The TIS recommends (pg. 56) the following:

- The following TDM measures be considered:
  - Provide internal walkways with connections to the broader sidewalk network;
  - Provide the minimum number of bicycle parking spaces required in the Zoning By-law;
  - Provide a secure bicycle parking within the parking garage;
  - Unbundled parking;
  - Short term bicycle parking along the frontage of the buildings for visitors; and
  - Welcome packages that outline transit and active transportation options within proximity to the Proposed Development.

### **3.2.4 Urban Design Brief**

An Urban Design Brief (“UDB”) was prepared by GSP Group (December 2025) in support of the applications. The May 2020 submission did not include an Urban Design Report. The urban design analysis was embedded within Section 4.3 and Section 4.4 the May 2020 Planning Justification Report. The purpose of the UDB is to provide an assessment of the

updated Proposed Development against the urban design policies with the OP, and the Intensification Guidelines.

The UDB concludes that the Proposed Development is well-designed and supports the intent of the Official Plan and Intensification Guidelines as it:

- Demonstrates a thoughtful approach to urban design and community integration.
- Is a positive response to the underutilized site, contributing to the revitalization of the area. The meticulous consideration given to streetscape improvements along Crawford Avenue and Riverside Drive West, coupled with the striking prominence of the towers on the Windsor skyline visible from Downtown Detroit, showcases a commitment to enhancing the urban fabric.
- Not only aligns with the existing and planned built form context but also ensures compatibility with the height and massing of developments within Windsor's City Centre and Growth Centre. The incorporation of at-grade outdoor amenity areas and rooftop terraces adds a layer of communal and recreational spaces, fostering a sense of community and quality living. The Shadow Study further support the conclusions, affirming that the development will have limiting impacts.

### **3.2.5 Heritage Impact Assessment**

A Heritage Impact Assessment ("HIA") was prepared by Stantec Consulting Ltd. in October 2025 in support of the applications. An HIA was not included as part of the initial May 2020 submission. The subject property is listed on the Windsor Municipal Heritage Register under Section 27 of the *Ontario Heritage Act*.

The HIA evaluates the proposed development in the context of the *Ontario Heritage Act* and applicable heritage conservation policies. The assessment concludes that the property holds cultural heritage value or interest (CHVI) for the following reasons:

- Design/Physical Value as a representative example of a mid-20th century modernist television and radio station with International Style influences, including:
  - A cubist, two-storey structure with flat roof and concrete/metal flashing;
  - L-shaped breezeway with concrete columns clad in glazed green brick and overhead lighting fixtures;
  - Buff brick exterior laid in common bond;
  - Minimalist articulation with few window openings on the west façade; and
  - Distinctive north façade featuring U-shaped columns, recessed lighting, green glazed brick, and steel sash windows with a horizontal emphasis.
- Historical/Associative Value through its connection to the Canada Windsor London organization (CKLW) and CBET, long-standing local radio and television stations.

The HIA identifies that the property meets two criteria under Ontario Regulation 9/06 of the *Ontario Heritage Act*: design/physical value and historical/associative value. The HIA

concludes that retention of the existing building is not feasible given the proposed redevelopment and recommends demolition with mitigation measures to address the Site's heritage value.

Recommended mitigation measures:

1. Documentation:

A comprehensive documentation report, including a photo log and digital records (on flash drive), should be submitted to the city and deposited with a local archive to ensure a permanent public record of 825 Riverside Drive West.

2. Selective Salvage:

Key heritage elements should be salvaged for reuse or interpretation. Recommended salvage components (subject to feasibility) include:

- The L-shaped breezeway with glazed green brick columns;
- Reinforced concrete breezeway roof with integrated lighting;
- Green glazed brick cladding.

These components should be clearly identified before demolition. Salvaged materials must be catalogued, tagged, and stored securely for future integration into on-site elements such as building façades, lobbies, parkettes, landscape features, or site furniture. If specialized extraction is required, it should begin prior to demolition.

3. Commemoration:

A commemoration strategy is recommended to acknowledge the site's heritage value. Potential tools include:

- Interpretive plaques or signage;
- Adaptive reuse of salvaged materials;
- Commemorative gardens or sculptures;
- A radio history walking tour;
- Oral history or digital interpretation projects.

4. Holding Provision:

A Holding (H) provision is recommended as part of the Zoning By-law Amendment to ensure that final documentation and commemoration strategies are secured through the Site Plan Approval process. The holding provision would prevent demolition until appropriate mitigation measures including salvage, documentation, and commemoration are finalized and integrated with the approved site plan. The form, location, and nature of commemorative and salvaged features can then be tailored to the final design.

With the approval of the Holding Provision, it is recommended that the property be removed from the City's Heritage Register.

## 4.0 PLANNING POLICY AND REGULATORY CONTEXT AND PLANNING ANALYSIS

The following section identifies and analyzes the applicable policy and regulatory frameworks that applies to the Site and provides justification as to why the Subject Applications are appropriate and represent good planning.

### 4.1 Ontario Planning Act, R.S.O. 1990, c. P.13

The analysis of Section 2 (matters of Provincial Interest) of the *Planning Act* presented in Section 4.1 of the May 2020 Planning Justification Report remains unchanged other than:

- d) The conservation of features of significant architectural, cultural, historical, archaeological or scientific interest:

Response: As noted in the original PJR, the Archaeological Assessment will be dealt with at the Site Plan Approval stage. The Site is listed on the Windsor Municipal Heritage Register under Section 27 of the *Ontario Heritage Act*. A HIA was prepared by Stantec in support of the amended application. The HIA concluded that although the property satisfies two criteria of *Ontario Regulation 9/06* under the *Ontario Heritage Act*, the retention of the existing building is not feasible given the nature of the proposed redevelopment. Accordingly, the HIA supports demolition and removal of the property from the Municipal Heritage Register subject to the imposition of a holding provision that requires the implementation of documentation, selective salvage, and commemoration through the Site Plan Approval process prior to demolition.

As concluded in Section 4.1 of the May 2020 Planning Justification Report, the application has regard to and satisfies the matters of provincial interest under the *Planning Act*.

### 4.2 Provincial Planning Statement (2024)

On October 20, 2024, the Provincial Planning Statement ("PPS") came into effect, replacing the 2020 Provincial Policy Statement. In accordance with Section 3(1) of the *Planning Act*, all decisions affecting planning matters "shall be consistent with" the PPS. The PPS provides policy direction on matters of provincial interest related to land use planning and development. Since the PPS has changed since the preparation of the May 2020 Planning Justification Report, below is an analysis on how the proposed applications are consistent with the 2024 PPS.

The vision for housing in Ontario within the land use planning system states that "*a prosperous Ontario will see the building of more homes for all Ontarians. This is why the province has set a goal of getting at least 1.5 million homes built by 2031. Ontario will increase the supply and*

*mix of housing options, addressing the full range of housing affordability needs. Every community will build homes that respond to the changing market needs and local demands. Providing a sufficient supply with the necessary mix of housing options will support a diverse and growing populations and workforce, now and for many years to come.”*

#### **4.2.1 Chapter 2: Buildings Homes, Sustaining Strong and Competitive Communities**

Chapter 2 emphasizes providing a range and mix of housing options while directing growth to urban and rural settlement areas and strategic growth areas. Relevant policies include:

- Policy 2.1.6 states that: *“Planning authorities should support the achievement of complete communities by:*
  - a) *accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated childcare facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs.*
  - b) *improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*
  - c) *improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*

**Response:** The Proposed Development will create 1,602 apartment/ townhouse units, supporting complete communities and enhanced social equity by providing a diverse range of housing options along the Detroit River, near downtown and the University of Windsor. The Sites proximity to community amenities, commercial uses, transit, and employment, improves accessibility for people of all ages and abilities, reduces barriers to participation in the community, and will assist in meeting current and long-term housing needs.

#### **Section 2.2 Housing**

- Policy 2.2.1 states that: *“planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:*
  - a) *establishing and implementing minimum targets for the provision of housing that is affordable to low- and moderate-income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*
  - b) *permitting and facilitating:*
    - 1. *all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*

2. *all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*
- c) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*
- d) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.”*

Response: The Proposed Development will diversify the City’s housing supply, offering options for a range of incomes. The Site currently occupied by the CBC-Radio Canada building, is an underutilized commercial property well suited for residential intensification. The size, location, and design of the existing building significantly limit the Site’s development potential, making demolition necessary to accommodate the Proposed Development. As noted in the HIA, to pay homage to the existing building, commemoration, documentation, and selective salvage is recommended. This requirement is proposed to be implemented through a holding provision. This approach appropriately balances the need for residential intensification while thoughtfully acknowledging the Site’s history.

The proposed density promotes efficient use of land, infrastructure, and public services. The compact design, on-site bicycle parking, reduced parking rates, and proximity to public transit, commercial amenities, parks, trails, and bike lanes on Riverside Drive West all support active transportation and sustainable development. Redeveloping this underutilized commercial Site will result in a net increase in residential units and align with the City’s goals for intensification near the City Centre, optimizing existing infrastructure and transit investments for cost-effective, sustainable growth.

#### Section 2.3 Settlement Areas and Settlement Areas Boundary Expansions

- Policy 2.3.1.1 states that settlement areas shall be the focus of growth and development.
- Policy 2.3.1.2 highlights that *“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;*
- Policy 2.3.1.3 outlines that *“panning 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.”*

- Policy 2.3.1.5 states that large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.

**Response:** The Site’s proximity to community amenities, commercial uses, transit, and employment makes it the ideal location for residential intensification. The proposed 1,602 unit redevelopment of an underutilized commercial site, promotes a compact urban form and sustainable growth while positively contributing to the vibrancy of the mixed-use area by supporting businesses and maximizing existing services. This development will deliver much needed housing, optimize the use of existing infrastructure and transit and promotes economic growth through improved workplace accessibility and increased local spending.

As a large and fast-growing municipality (Appendix – Schedule 1), the City of Windsor is encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas. The Proposed Development contributes to this goal by efficiently utilizing land within a settlement area while aligning with the City’s broader growth and intensification objectives.

#### **4.2.2 Chapter 3: Infrastructure and Facilities**

Chapter 3 addresses planning for and providing sufficient infrastructure, public and open spaces to accommodate for growth and development. Relevant policies include:

##### Section 3.1 General Policies for Infrastructure and Public Service Facilities

- Policy 3.1.1 states that: *“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.”*

**Response:** The Development will utilize existing municipal services and public service facilities as outlined in the updated Functional Servicing and Stormwater Management Report prepared by WalterFedy.

##### Section 3.2 Transportation Systems

- Policy 3.2.2 outlines that *“Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.”*

**Response:** The proposed vehicular and bicycle parking for the Development will efficiently utilize existing and planned infrastructure. Transportation Demand Management (TDM)

strategies highlighted in the TIS prepared by Paradigm, include bicycle parking, unbundled parking, tenant TDM welcome packages with maps of transit routes and wayfinding signage in the lobby and near main entrances. The Site's convenient access to transit further supports the use of sustainable transportation options.

#### Section 3.3 Transportation and Infrastructure Corridors:

- Policy 3.3.1 outlines that *“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”*.
- Policy 3.3.2 states that *“major goods movement facilities and corridors shall be protected for the long term”*.
- Policy 3.3.3 highlights *“planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from the corridor and transportation facilities”*.
- Policy 3.3.4 notes that *“the preservation and reuse of abandoned corridors for purposes that maintain the corridor’s integrity and continuous linear characteristics should be encouraged, wherever feasible”*.

#### Section 3.4 Airports, Rail and Marine Facilities:

- Planning for land uses in the vicinity of railway facilities shall ensure:
  - a) their long-term operation and economic role is protected; and
  - b) rail facilities and sensitive land uses are appropriately designed, buffered and/ or separated from each other in accordance with policy 3.5.

#### Section 3.5 Land Use Compatibility:

- Policy 3.5.1 highlights that major facilities and sensitive land uses shall be planned and developed to avoid or if not possible, minimize and mitigate and adverse effects and ensure the long-term operations and economic viability of major facilities.

Response: The Canadian Pacific Railway's ("CPR") Windsor Yard is located over 750 metres south of the Site. CPR provided comments as part of the Pre-Submission Consultation in 2017 outlining that the operations at the yard are consistent with other industrial uses which fall under the MECP'S Class III Industrial Facilities, as per their D-6 Guidelines. CPR requested a Noise and Vibration study to ensure that the proposed dwellings meet the requirements. In addition to the rail yard the Site is within proximity to the railway corridor on the south side of University Avenue. A Noise and Vibration Study is anticipated as part of the Site Plan Approval process as per CPR requirements. The Site is considered a brownfield site and based on the Phase I and Phase II ESAs, potential environmental concerns were identified related to the former on-site salt mills, the fill

materials, and the former on-site PCB storage shed. The Subject Applications would promote the redevelopment and remediation and clean-up of an underutilized brownfield site within an existing neighbourhood and located in proximity to Downtown Windsor. A Record of Site Condition is required to be filed with the Ministry prior to any development occurring on the Site.

#### Section 3.6 Sewage, Water and Stormwater

- Section 3.6 promotes the efficient use and optimization of existing municipal services (3.6a) and requires that servicing be integrated as a key consideration at all stages of the planning process (3.6d). It establishes municipal services as the preferred form of servicing for settlement areas (3.6.2) and directs that stormwater management designs be consistent with best practices (3.6.8).

Response: The proposed development will be on existing municipal sewage and water services as the connections on the site already exist. As per the updated FSSMR, the proposed development can be accommodated within the existing municipal infrastructure and the SWM for the Site will be designed in accordance with the City's requirements.

### 4.2.3 Chapter 4: Wise Use and Management of Resources

Chapter 4 addresses the management and use of resources. Relevant policies include:

#### Section 4.1 Natural Heritage

- *Development and site alteration shall not be permitted in habitat of an endangered species and threatened species, except in accordance with provincial and federal requirements" (4.1.7).*

Response: The Butler's Gartersnake and E. Foxsnake are both listed as endangered species under the ESA, 2007. An EIS and updated EIS prepared by MTE confirmed that while the proposed development will impact a portion of habitat, the proposed 12 metre wide naturalized decommissioned railway corridor along the eastern lot line will provide a suitable linkage and habitat area. The study included recommendations that will be implemented through the Site Plan and Building Permit processes, with ESA requirements included as conditions of approval. The EIS concludes that, provided the recommendations are implemented, no significant negative impacts are anticipated, and the development can proceed. MTE will continue to work with the MECP to ensure full compliance with the ESA as the development advances.

#### Section 4.6 Cultural Heritage and Archaeology

1. Built heritage resources shall be conserved.
2. Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of potential unless significant archaeological resources have been conserved.

3. Planning authorities shall not permit development or site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property are conserved.

Response: The Site is listed on the Windsor Municipal Heritage Register under Section 27 of the *Ontario Heritage Act*. An HIA was prepared by Stantec in support of the amended application. The HIA concluded that although the property satisfies two criteria of *Ontario Regulation 9/06* under the *Ontario Heritage Act*, the retention of the existing building is not feasible given the nature of the proposed redevelopment. Accordingly, the HIA supports demolition subject to a holding provision that requires the implementation of the following mitigation measures aimed at conserving and interpreting the Site's heritage value: documentation, selective salvage, and commemoration prior to demolition and the removal of the property from the Municipal Heritage Register subject to the approval of the holding provision.

In conclusion, the Proposed Development will facilitate the redevelopment of an underutilized commercial Site with 1602 new residential units. The proposal is consistent with the policies of the PPS, promoting intensification that supports current and future housing needs while protecting endangered species as confirmed by the EIS prepared by MTE Consultants, and integrating cultural heritage as supported by the HIA prepared by Stantec and the proposed holding provision. The Development supports transit use with access to local transit routes and encourages active transportation with on-site bicycle parking. It also efficiently utilizes existing infrastructure, as confirmed by the updated FSSMR prepared by WalterFedy, ensuring adequate servicing for sanitary, water, and storm systems.

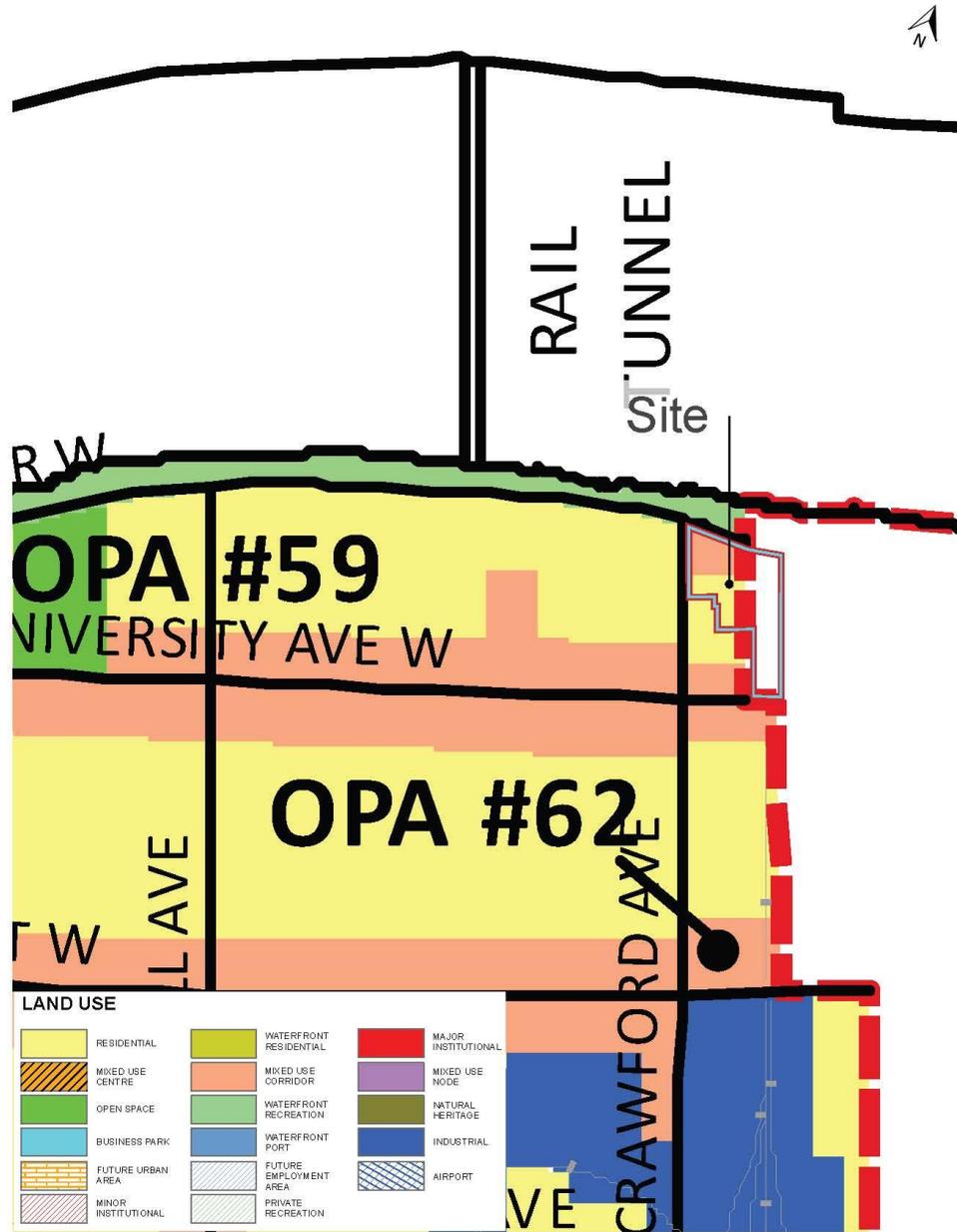
#### 4.3 City of Windsor Official Plan

The City of Windsor Official Plan ("OP") was last updated by way of Official Plan Amendment No. 159 ("OPA 159") approved by City Council on July 11, 2022 (prior to the approval of the current PPS in 2024). Since OPA No. 159 was adopted after the May 2020 Planning Justification Report was prepared, this section replaces Section 4.3 in the original Planning Justification Report. application was submitted in 2020

The Site currently has three (3) separate land use designations:

- the northwestern portion of the Site that fronts onto Riverside Drive W and Crawford Avenue is designated "Mixed Use Corridor" on Schedule D: Land Use in Volume I of the OP (office consolidation January 15, 2024) (**Figure 3**);
- the western portion of the Site that fronts onto Crawford Avenue is designated "Residential" on Schedule D: Land Use in Volume I of the OP (office consolidation January 15, 2024) (**Figure 3**); and
- the northeastern portion of the Site (north and east of Salter Avenue) is within the City Centre Planning District and designated "Mixed Use- High Profile Area" on Schedule E: City Centre Planning District in Volume I of the OP (**Figure 4**).

Figure 3: City of Windsor Official Plan Schedule D Land Use Plan



City of Windsor Official Plan Schedule D -  
Land Use Plan  
Source: City of Windsor Official Plan Schedule D, Land Use Plan (2024)

Figure  
**3**

Figure 4: City of Windsor Official Plan Schedule E City Centre Planning District

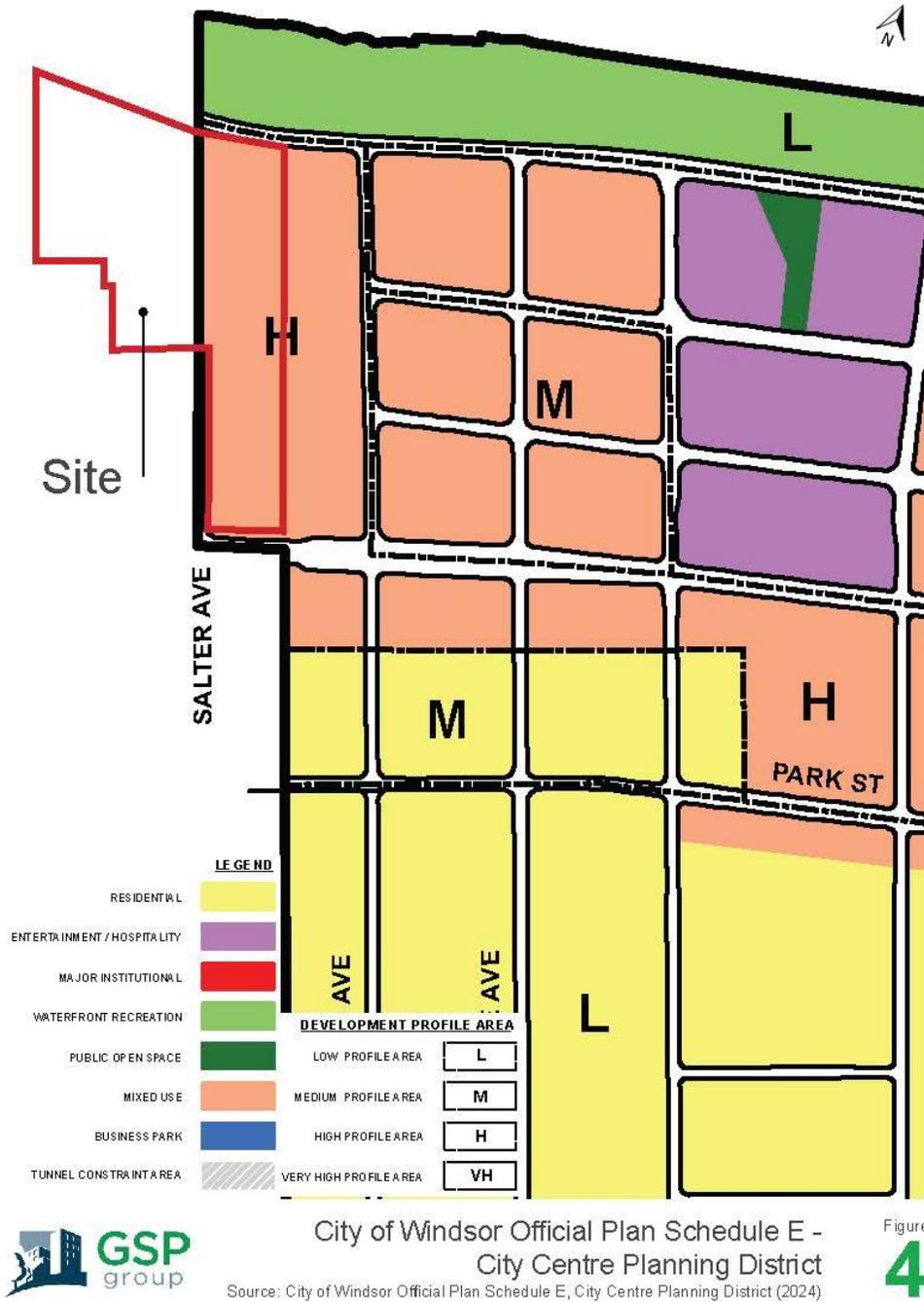


Figure 5: City of Windsor Official Plan Schedule F Roads and Bikeways

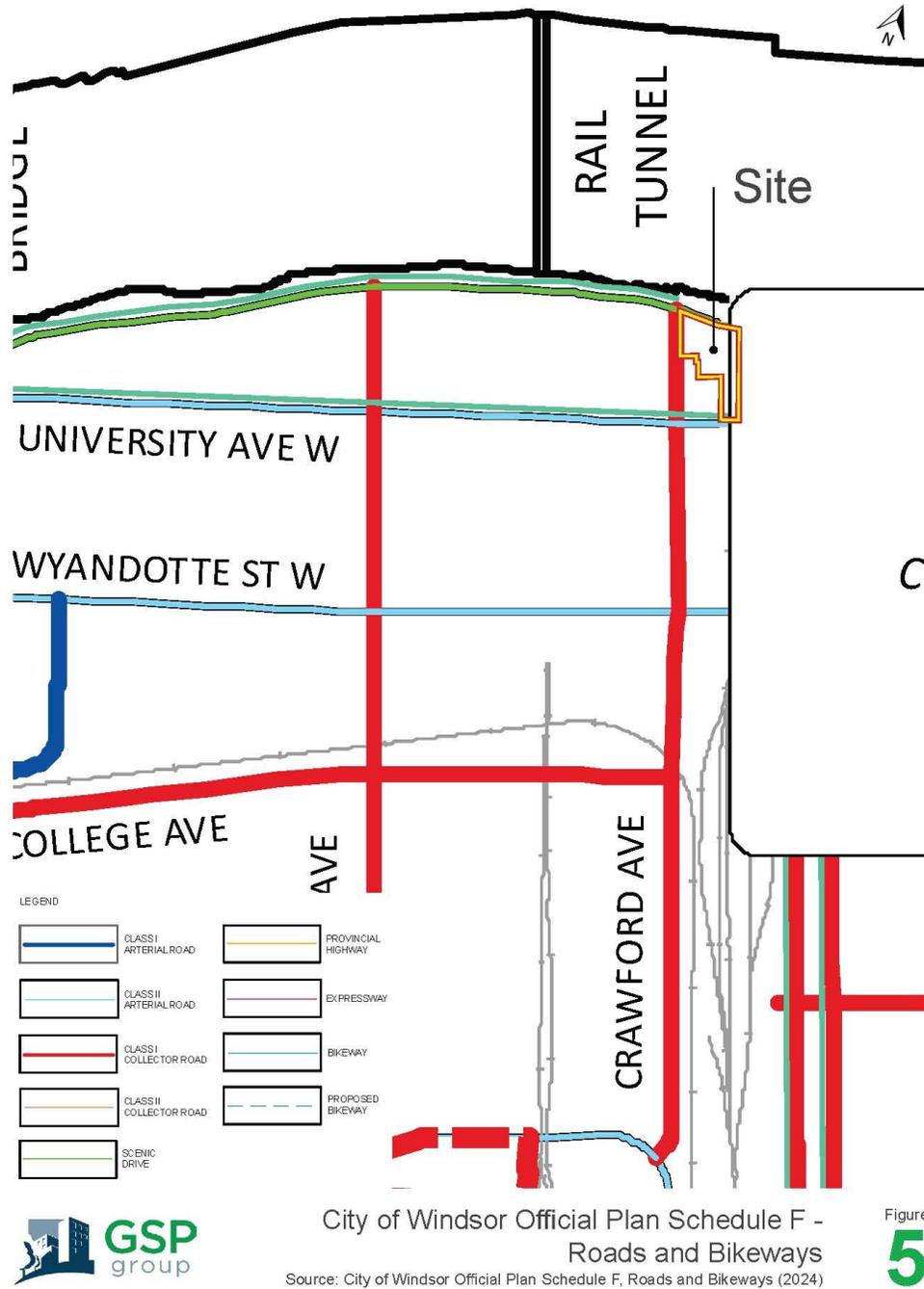
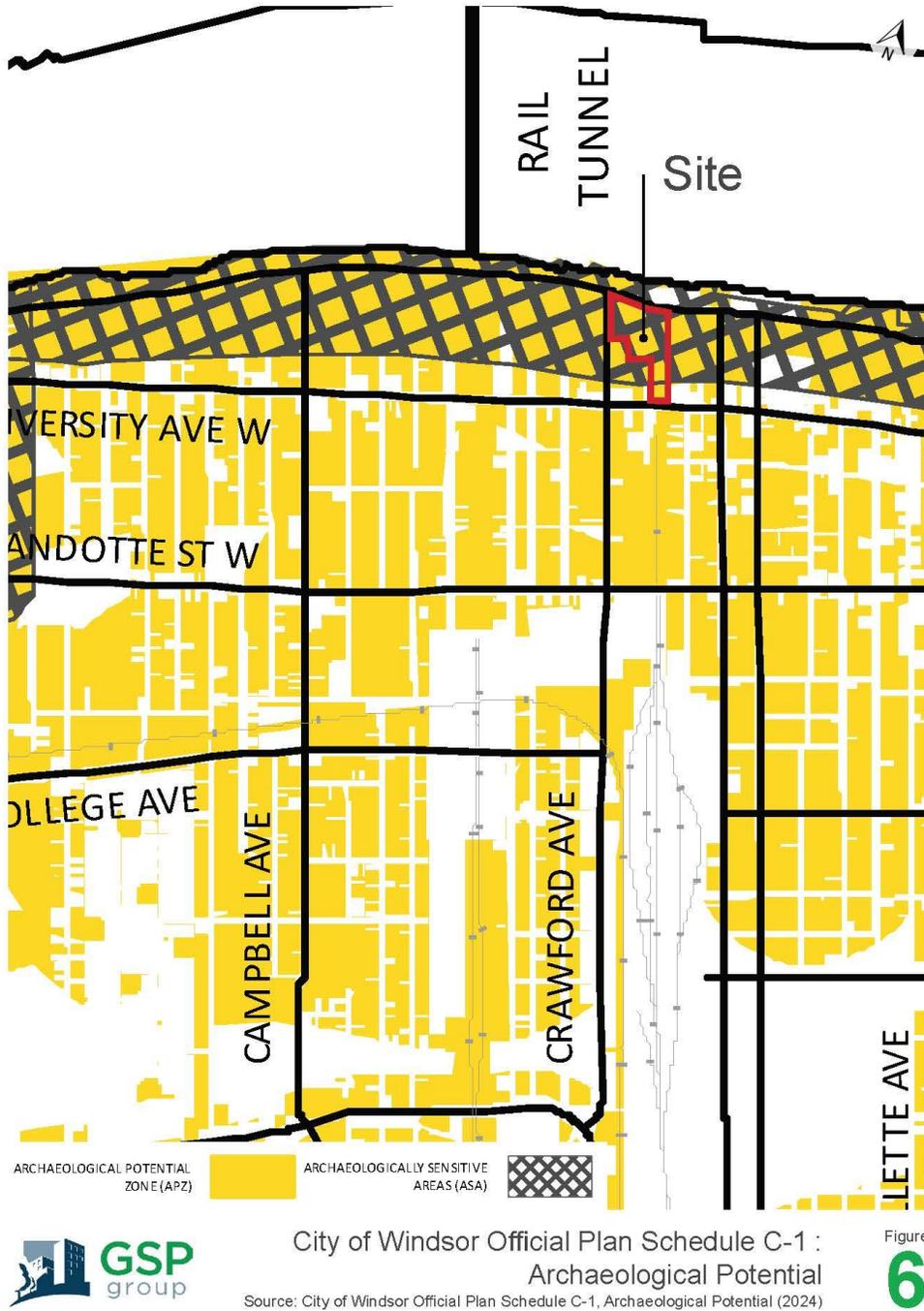


Figure 5

Figure 6: City of Windsor Official Plan Schedule C-1 Archaeological Potential



To facilitate the proposed redevelopment, the following amendments to the OP are required:

- redesignate the western portion of the Site from “Residential” to “Mixed Use Corridor” with no change proposed to the northwestern portion of the Site that is currently designated “Mixed Use Corridor” (See **Appendix B** for full draft Amendment); and
- redesignate the portion of the Site within the City Centre Planning District boundary from “Mixed Use High Profile Area” to “Mixed Use Very High Profile Area” (See **Appendix B** for full draft Amendment)

#### 4.3.1 Residential Area

The permitted uses within the Residential land use designation are low profile, and medium profile dwellings. High profile residential buildings are directed to the City Centre, Mixed Use Centres and Mixed Use Corridors (Section 6.3.2.1). In accordance with Section 6.2.1.2, outside of the City Centre Planning District, Low Profile developments are generally no greater than three (3) storeys in height, Medium Profile developments are generally no greater than six (6) storeys in height and High Profile Developments are generally no greater than 14 storeys in height. City Council may approve a higher height in the implementing Zoning By-law.

Response: As the proposal introduces a built form that includes three storey townhouses and 17 storey multiple dwelling units on lands located outside the City Centre Planning District, the existing Residential designation does not adequately accommodate the scale and function of the planned development. Accordingly, the western portion of the Site designated Residential Area is proposed to be redesignated Mixed Use Corridor to align with Section 6.3.2.1.

#### 4.3.2 Mixed-Use Corridor

In accordance with Section 6.5.3, the Mixed-Use Corridor land designation is intended for people-oriented employment and higher density developments that accommodate a broad range of uses to support the creation of complete communities.

The objectives of commercial areas include ensuring there is a sufficient land supply for commercial purposes, creating commercial areas that support social interaction in areas easily accessed by all modes of transportation, and promoting residential intensification with Medium and High Profile buildings to meet the housing needs of the community in appropriate areas in proximity to municipal services, transit, and employment uses (Section 6.5.1).

The permitted uses include retail, residential, service oriented uses, and to a lesser extent offices. Medium and High Profile residential uses either as stand-alone buildings or part of a commercial-residential mixed-use building (Section 6.5.3.1).

Response: The proposed permitted uses align with Section 6.5.3.1. While the Site is proposed to be developed solely for residential purposes, the inclusion of commercial uses ensures

flexibility and supports the potential integration of commercial uses be desired at the time of development.

Council will encourage Mixed-Use Corridors developments to provide a continuous street frontage and presence. Section 6.5.3.3a outlines that height shall be limited to no more than four (4) storeys except on lands at an intersection of the roads highlighted in Section 6.5.3.3 where the height shall generally not exceed the width of the road right-of-way abutting the Site. Council may consider additional height where they are satisfied that it achieves compatible development, and where appropriate transitions to lower scale development is established. Transitions can be achieved through but are not limited to stepbacks, height restrictions, enhanced landscape buffers and/or the implementation of angular plane (Section 6.5.3.3b).

Response: The portion of the Site subject to Section 6.5.3.3 contains a three-storey townhouse block, two 17-storey multiple dwelling buildings, and an outdoor amenity area along Riverside Drive West. As the Site does not front an intersection identified in Section 6.5.3.3, the general four-storey height framework applies, with Council's ability to consider additional height where compatibility, transition, and massing objectives are achieved.

Section 6.3.2.1 directs High Profile Development to Mixed Use Corridors. The proposal aligns with this direction by introducing a compact, high density residential development on an underutilized parcel immediately adjacent to the Downtown, well served by municipal servicing, public transit, and active transportation infrastructure.

The proposed built form has been deliberately organized to balance compatibility with adjacent low density residential uses while supporting an active, human scaled public realm that maximizes on-site views of the Detroit River. The 17 storey buildings are oriented so that their shortest façades face the low-density residential areas, reducing perceived massing and mitigating visual and shadow impacts. As outlined in the Urban Design Brief, shadowing remains within acceptable thresholds. The three-storey townhouses along the northern edge and the placement of Building 3 toward the interior create a clear and functional height transition that preserves view corridors through the Site.

Section 6.5.3.5 outlines that Council shall discourage the extension of existing Mixed Use Corridors and may only extend where the Municipality is satisfied that the market impact of the proposal on other commercial areas is acceptable. Mixed Use Corridors shall be located where there is access to Arterial Roads or Class I Collector Roads, municipal services can be provided and commercial traffic can be directed away from residential areas (Section 6.5.3.6). Section 6.5.3.7 contains criteria that shall be evaluated when considering Mixed Use Corridor developments which include municipal services availability, off-street parking, and market impacts. From a design perspective when evaluating Mixed Use Corridors, the design guidelines in Section 6.5.3.8 shall be considered. These include achieving urban design

guidelines, providing appropriate landscaping, the use of step backs (where appropriate), and ensuring appropriate pedestrian access throughout the Site.

Response: the Site is currently zoned to permit a broad range of commercial uses. The proposed rezoning introduces a maximum combined commercial gross floor area of 1000 square metres, which is less than what could be developed under the existing zoning permissions. As a result, the proposal does not generate negative market impacts on other commercial areas and satisfies the intent of Section 6.5.3.5 and 6.5.3.7 regarding market considerations.

The Site fronts Crawford Avenue, a Class I Collector Road, and will be fully serviced by municipal infrastructure, consistent with Section 6.5.3.6. Traffic generated by the development will be directed to Crawford Avenue and Salter Avenue, both of which currently support a mix of uses. Accordingly, the proposal does not introduce commercial traffic into areas that are exclusively residential, meeting the policy requirement to direct commercial activity away from sensitive neighbourhoods.

Since the Site is adjacent to Downtown and within an area that includes commercial uses, public parks, multi-use trails, and both low and high density residential uses, it supports the expansion of the Mixed Use Corridor designation.

From a design perspective, the proposal responds to Section 6.5.3.8 by incorporating podium and tower massing along the street edge, providing step backs where appropriate, and organizing buildings to reinforce a pedestrian-oriented Site. Landscaping, buffering, and screening will be secured through the Site Plan Approval process. The development also introduces a centrally located common amenity area adjacent to the street and provides a connected network of pedestrian walkways throughout the Site, ensuring safe and continuous pedestrian access and creating an attractive, human scaled environment. The proposal meets the locational, market, servicing, and design criteria for Mixed Use Corridors and conforms with Sections 6.5.3.5 through 6.5.3.8 of the Official Plan.

### **4.3.3 City Centre Planning District**

The objectives within the City Centre Planning District include, fostering livable residential neighbourhoods close to employment, shopping and entertainment and enhancing views of the waterfront (Section 6.11.1).

Development profiles within the City Centre Planning District are defined slightly different than the development profiles areas in the City. High Profile Areas within the City Centre Planning District are generally no greater than 14 storeys in height while Very High Profile Areas within the City Centre Planning District are generally greater than 14 storeys in height (Section 6.11.3.1). The proposed heights of 21-25 storeys are considered Very High Profile and an amendment is required to revise the development profile area from Mixed Use High Profile to Mixed Use Very High Profile.

Section 6.11.3.3 encourages the gradual transition of building heights on the edge of a defined development profile to blend with the buildings in the adjacent development profile area. Section 6.11.3.4 encourages setbacks for any storeys above three (3) storeys in height away from the road frontage to provide sunlight access, manage wind conditions and enhance the pedestrian scale of the City Centre Planning District. The permitted uses within the Mixed Use area (High or Very High Profile Area) include retail, service commercial establishments, offices and residential uses, exclusive of Low Profile housing (Section 6.11.4.1 b).

Response: The proposed permitted uses align with Section 6.11.4.1 b). The requested Very High Profile Area will abut the High Profile area to the east of the Site, and is across the street from land designated Residential Area that is outside the City Centre Planning District. The building is proposed to have a four storey podium and be terraced at the fifth floor. As outlined in Section 6.2.1.2, Residential Area policies permit Low Profile developments (generally no greater than three (3) storeys in height) and Medium Profile developments (generally no greater than six (6) storeys in height). In accordance with the Urban Design Brief, the proposed four (4) storey podium and tower setback provide an appropriate transition to the lands designated Residential Area and the shadowing falls within acceptable thresholds in accordance with Section 6.11.3.3 and 6.11.3.4. Wind conditions can be assessed through the Site Plan Approval process, should City staff require.

The criteria upon which proposed development in the Mixed Use designation is to be evaluated against are as follows:

**Table 3: Mixed Use Policies Evaluation Criteria**

Section 6.11.4.2	Response
<p>a) feasible having regard to the other provisions of this Plan, provincial legislation, policies and appropriate guidelines and support studies for uses:</p> <p>(i) within or adjacent to any area identified on Schedule C: Development Constraint Areas and described in the Environment chapter of this Plan;</p> <p>(ii) within a site of potential or known contamination;</p> <p>(iii) where traffic generation and distribution is a provincial or municipal concern; and</p>	<p>The Subject Applications have had regard for other provisions in the Official Plan related to transportation, servicing, and urban design among other matters.</p> <p>(i) The Site is not within or adjacent to any development constraint areas on Schedule C;</p> <p>(ii) A Record of Site Condition is required to be filed with the MECP prior to development, proving that the Site meets Provincial guidelines;</p> <p>(iii) A Transportation Impact Study was prepared which reviewed the anticipated</p>

Section 6.11.4.2	Response
(iv) adjacent to heritage resources.	<p>traffic generation and impacts on surrounding municipal infrastructure;</p> <p>(iv) A Heritage Impact Study was prepared by Stantec that recommends the implementation of a Holding Provision to address heritage matters, prior to the demolition of the existing building.</p>
b) in keeping with the goals, objectives and policies of any secondary plan or guideline plan affecting the surrounding area;	The Subject Applications are in keeping with the goals and objectives of the City Centre Planning District by encouraging residential uses close to employment, shopping, and entertainment use (6.11.1.2), enhancing the area as a pedestrian-friendly district (6.11.1.7), and enhancing views to the waterfront and to the Detroit skyline (6.11.1.6).
c) capable of being provided with full municipal physical services;	As confirmed by the FSSMR, the existing municipal infrastructure can adequately service the proposed development, subject to providing the recommended on-site connecting infrastructure.
d) provided with adequate off street parking;	The updated Transportation Impact Study concludes that the requested parking rate is adequate for the Site. No changes are proposed to the commercial parking rate.
e) compatible with the surrounding area in terms of scale, massing, height, siting, setbacks, parking and landscaped areas; and	The proposed development is compatible in terms of scale, massing, height, and siting with other buildings in the immediate and surrounding area, specifically for development along Riverside Drive West which is comprised of a number of similarly-scaled buildings.
f) provided with residential uses above-grade, where appropriate.	Residential uses are provided above-grade.

From a design perspective when evaluating Mixed Use developments in the City Centre Planning District, the design guidelines in Section 6.11.4.3 shall be considered. These include achieving urban design guidelines, massing, location and scaling of buildings, on-site circulation, and the integration of developments with surrounding uses.

**Response:** These policies are addressed through the Urban Design Brief.

#### 4.3.4 Development Strategy

Section 3.2.1.2 encourages a range of housing types to accommodate residents of all ages and discouraging urban sprawl onto agricultural and natural lands.

Response: The Subject Applications will facilitate the creation of a mix of townhouse and apartment units partially within the existing City Centre, allowing more people to live within the existing urban area and helping to reduce sprawl onto agricultural and natural heritage lands.

Section 3.2.1.4 states that *“The design of buildings and spaces will respect and enhance the character of their surroundings, incorporating natural features and creating interesting and comfortable places. Streets, open spaces and the greenway system will serve as public amenities connecting and defining neighbourhoods and contributing to Windsor’s image. New development in Windsor will accommodate the needs of pedestrians, cyclists and other recreational activities.”*

Response: The proposed buildings will respect and enhance the character of the area along the Detroit River waterfront who’s character includes several mid and high-rise residential buildings. A natural corridor along the eastern portion of the Site will be incorporated into the development. This, along with the proposed parkettes, common amenity and network of pathways and sidewalks will create interesting and comfortable places and will help connect and define the neighbourhood as well as accommodate the needs of existing and future pedestrians and cyclists.

Regarding the City Centre, Section 3.2.2.2 says that the City Centre will continue to be the major focus of cultural, social, and economic activities and will provide a liveable residential environment for a variety of people.

Response: The Subject Applications will allow additional residents to live within the City Centre which will contribute to a more active waterfront as well as additional residents frequenting neighbouring shops, restaurants, and community facilities. The proposed zoning also permits a range of commercial uses which if built could positively contribute to the economy and needs of the surrounding community.

Section 3.2.3.2 states: *“The Detroit River and Lake St. Clair waterfront will continue to be cherished as a community asset. A mixture of open spaces, residences and businesses will continue to provide the waterfront with its character and support a healthy environment, economic growth and the community’s desire for public access to the water’s edge.”*

Response: The Site is located adjacent to the Detroit River, separated only by the Riverfront Trail and Riverside Drive West. The Site’s proximity to the Riverfront Trail and community amenities will encourage an active lifestyle and healthy environment by adding additional residences along the waterfront and along the Riverfront Trail. These location attributes will

support a healthy environment as future residents will have safe and convenient access to the waterfront and the associated amenities which will encourage active forms of transportation and recreation.

The Proposed Development achieves the intent of Section 3.2.3.4 which outlines the City's goal of achieving harmony between human activities and natural systems. The proposed naturalized corridor along the eastern lot line will allow for the safe movement and will maintain the existing habitats for the native habitat including the Butler's Gartersnake and E. Foxsnake.

Due to the Site's proximity to existing and future public transit as well as to a range of services, amenities, and places of employment, future residents will be encouraged to use public and active forms of transportation rather than the use of their personal vehicles. This will, in turn, help to minimize emissions related to vehicle use and will help to promote energy efficiency, helping to achieve the intent of Section 3.2.3.5.

#### **4.3.5 Healthy Community**

The healthy community goals in Section 4.1 include achieving a healthy and livable city, a high quality of life, a strong sense of community, and a safe environment.

Response: The Subject Applications will help achieve the City's goals contained in Section 4.1, as they will help increase the quality of life and create a strong sense of community through redevelopment of an underutilized commercial site that is in proximity to existing public transit and within a short walk to several community amenities, shops, and places of employment (Section 4.1.1, 4.1.3, and 4.1.4). The Subject Applications will allow additional residents to live adjacent to the Riverfront trail, a heavily-used active transportation route, helping to provide for facilities and activities that foster an active lifestyle to improve community health (Section 4.2.1.1 and 4.2.1.2). The Proposed Development will allow for an increased residential density which represents a more efficient and compact form of development, helping to reduce energy utilization and encouraging residents to take public and active forms of transportation (Section 4.2.1.4). The Proposed Development proposes a mix and range of housing types (i.e. apartments and townhouses) with a variety of 1 bedroom and 2 bedroom units which provides additional housing options for people. Including those who wish to remain in the neighbourhood as they age (Section 4.2.1.5 and 4.2.3.4).

#### **4.3.6 Environment**

The environmental sustainability policies in Section 4.2.2, include considering the environment when planning and designing the City, protecting and restoring ecosystems, promoting sustainable development, and reducing environmental impacts.

The Environment quality objectives in Section 5.3.1, include maintaining, protecting and improving ecosystem functions and natural features, protecting the biological diversity and habitats of endangered species, and increasing the quality and quantity of naturalized habitats.

Response: Although not identified on any schedules in the OP, the MECP has identified the former rail line right-of-way as habitat for endangered snake species (Butler's Gartersnake and Eastern Foxsnake) protected under the provincial Endangered Species Act (ESA, 2007). The Subject Lands are also adjacent to (within 120m) of fish habitat within the Detroit River. For these reasons, an EIA was required to be submitted with the Subject Applications. The updated EIA, prepared by MTE Consultants Ltd, dated September 2025, concludes that the 12 m-wide and 0.35 ha natural corridor will provide suitable habitat for the SAR snakes post-development and maintain linkage to other suitable habitats adjacent to the Subject Lands. The EIA proposes several recommendations, mostly to be implemented through the Site Plan Approval, development, and construction stages but concludes that the regulated habitat is created and protected, achieving the objectives in Sections 4.2.2 and 5.3 of the OP, specifically the objectives in Section 5.3.1.1, 5.3.1.2, and 5.3.1.3.

#### **4.3.7 Infrastructure**

The goals of the infrastructure policies include promoting optimal use of existing infrastructure and protecting natural features (Section 7.1). The protecting natural features policy in Section 7.1.7, outlines where development is proposed on lands within or adjacent to a habitat of an endangered species, that the environmental policies in Section 5 and land use policies in Section 6 apply. The policy goes on to say that wherever possible development activities should avoid these areas and where it is not feasible, it shall minimize the impacts and if minimization is not possible compensatory mitigation shall be applied.

Transportation systems objectives include making efficient use of existing and planned transportation infrastructure, promoting land use patterns, densities and a mix of uses that reduces vehicle trips and supports alternative modes of transportation, and ensuring developments provide sufficient off-site parking (Section 7.2.1).

Response: The Proposed Development will help to achieve a number of transportation-related objectives in Section 7.2.1 of the OP by:

- providing for additional residential units: within the City Centre; adjacent to existing public transit stops; and adjacent to existing active transportation routes (i.e. Riverfront Trail) (Objectives 7.2.1.1, 7.2.1.2, 7.2.1.4);
- facilitating a compact urban form of development with a residential net density of 603 uph and permits a range of residential and commercial uses in a central location that is within walking distance to several community amenities, places of employment, and retail/commercial areas. This proximity will encourage people to take active forms of transportation thereby reducing vehicle trips (Objective 7.2.1.5, 7.2.1.6); and
- proposing a mid-block street connection through the Site which will provide access to off-street parking facilities and secure bike storage for residents. This street connection will also provide pedestrians and cyclists with additional safe route options (Objective 7.2.1.13).

The general transportation policies include promoting development patterns that support an increase in active transportation and use of public transit (Section 7.2.2.5), requiring bicycle parking spaces at all developments (Section 7.2.2.17), focusing high density residential uses in areas which have access to transit and pedestrian amenities (Section 7.2.2.18 a), supporting compact mixed-use, higher density residential developments within nodes and corridors adjacent to higher order transit corridors (Section 7.2.2.20) and planning higher density developments in areas along major transportation corridors and nodes (Section 7.2.2.21 and 7.2.2.25).

Response: The proposed building heights and density are located on a Site with direct access to existing public transit and within walking distance of a wide range of amenities, services, and employment opportunities. This location supports increased walking, cycling, and transit use and reduces reliance on private vehicles. The development introduces compact, higher-density residential uses within an established commercial corridor and partially within the City Centre, consistent with transit-supportive planning and the City's intent to focus growth along transit routes and major transportation corridors.

A connected network of sidewalks, internal pathways, common amenity area and landscaped pedestrian routes will reduce walking distances between buildings and the public right-of-way and enhance overall Site permeability. Bicycle parking will be provided in accordance with municipal requirements, further supporting multimodal travel and advancing the City's sustainable transportation objectives.

As per Schedule F (**Figure 5**): Roads and Bikeways, the Site abuts University Avenue West (Class II Arterial Road), Crawford Avenue (Class I Collector Road), Riverside Drive West (Scenic Drive) and Salter Avenue (Local Road).

As a condition of development approvals, Council shall require land conveyances to the Municipality where it has been demonstrated that the existing right-of-way width is insufficient based on the requirements identified in Schedule 'X' (Section 7.2.6.21). The municipality may also require a land conveyance for a corner cut off, which shall be a minimum of 4.6 metres wide at all intersections except at the intersection of two local roads or a local road and a scenic drive (Section 7.2.6.23a). Corner cut offs are measured after the taking of land conveyances for road widenings. In accordance with Section 7.2.6.23b, the corner cut off at a signalized intersection is required to be a minimum of 6.1 metres regardless of the road classifications of the intersecting roads.

Class II Arterial Roads are designed to carry high volumes of traffic, may include cycling facilities and direct property access is discouraged where alternatives exist (Section 7.2.6.5).

Response: As outlined in Schedule X, Volume III, University Avenue West is a Class II Arterial Road with a 30.5 metre required right-of-way width. No driveway access is proposed from University Avenue West to the Site. As outlined in the updated TIS, University Avenue

between McEwan Avenue and Salter Avenue is currently under construction. The City is requiring a 4.6 metre corner cut off land dedication at the corner of Salter Avenue and University Avenue West in accordance with Section 7.2.6.23a) (**Figure 2**).

In accordance with Section 7.2.6.6, Class I Collector Roads are designed to carry moderate volumes of traffic, may permit cycling facilities and have a minimum right-of-way width of 28 metres, and direct property access may be permitted with some controls.

Response: In accordance with Schedule X, Volume III, Crawford Avenue is a Class I Collector Road with a 24 metre required right-of-way adjacent to the Site. As directed by Section 7.2.6.21 and 7.2.6.23b, and shown on **Figure 2**, the City has identified that a 2.85 metre road widening is required along Crawford Avenue adjacent to the Site and a 6.10 metre corner cut off at the intersection of Crawford Avenue and Riverside Drive West (signalized intersection). A driveway is proposed to the Site off Crawford Avenue with no controls.

Scenic Drives are designed to carry low to moderate volumes of traffic, cycling facilities may be permitted and have a minimum right-of-way width of 24 metres (Section 7.2.6.8).

Response: Scenic Drives are not included in Schedule X, Volume III. No driveway access is proposed for the Site from Riverside Drive West.

As per Section 7.2.6.9 local roads are designed to carry low volumes of traffic and shall have a minimum right-of-way width of 20 metres, and direct property access may be permitted with some controls.

Response: Local Roads are not included in Schedule X, Volume III. A driveway access is proposed off Salter Avenue with no additional controls.

The Residential Area policies in Section 7.2.6.18, aim to create a peaceful environment in residential areas by locating high density residential developments along Collector and Arterial Roads.

Response: The Proposed High Density Residential Development is proposed adjacent to a Class II Arterial Road, Class I Collector Road, Scenic Drive and Local Road and will be accessed from a Local Road and a Class I Collector Road.

Section 7.2.6.19 requires the completion of a Traffic Impact Study.

Response: An Updated TIS has been prepared and submitted as part of the amended OPA/ZBA application.

A narrow portion of Canadian Pacific Railway's ("CPR") Windsor Yard is located on the south side of University Avenue West. Section 7.2.8.8 outlines that all new developments within 300

metres of a rail corridor may be required to complete a noise study and that all developments within 75 metres of a rail corridor may be required to complete a vibration study. Where applicable the development shall implement any required mitigation measures. Section 7.2.8.9 outlines that Council shall protect designated rail yards on Schedule C: Development Constraints from incompatible development.

Response: CPR provided comments as part of the Original Application Pre-Submission Consultation which states that the operations at the yard are consistent with other industrial uses which fall under the MECP'S Class III Industrial Facilities, as per their D-6 Guidelines. CPR requested a Noise and Vibration study to ensure that the proposed dwellings meet the requirements. A Noise and Vibration Study may be prepared as part of the Site Plan Approval process CPR. The Windsor Rail Yard is not identified on "Schedule C: Development Constraints" and therefore not subject to Policies 7.2.8.9.

The objectives for municipal services include, the efficient use and optimization of existing municipal infrastructure, protection of natural heritage features, reduction of waste, water conservation, and high quality design (Section 7.3.1). All new developments shall be connected to full municipal services (Section 7.3.2.3) and Council shall encourage the development of existing underutilized sites on municipal services (Section 7.3.3.1).

Response: An updated FSSMR has been prepared in support of the Subject Applications which determined that there is sufficient infrastructure to accommodate anticipated growth. The Subject Applications will encourage the development of existing serviced and underutilized lands within Windsor prior to the extension of municipally owned and/or operated infrastructure to vacant areas within Windsor. As confirmed by the updated FSSMR, the existing municipal infrastructure can adequately service the Proposed Development, subject to providing the recommended on-site connecting infrastructure. Requirements related to solid waste management and the provision of adequate waste and recycling facilities will be dealt with at the SPA stage.

#### **4.3.8 Urban Design**

Section 8 of the OP contains policies related to urban design which are applicable to the Subject Lands and proposed development. Section 6. also contains urban design guidelines specifically for Proposed Developments in a Mixed Use Corridor or within the City Centre.

Response: These policies are now addressed in the Urban Design Brief. Landscaping, lighting, signage and final site design details will be reviewed through the SPA process.

#### **4.3.9 Heritage Conservation**

The heritage conservation objectives in Section 9.2 include conserving heritage resources and integrating conservation into planning and urban design initiatives. The policies also aim to identify, protect and conserve archaeological resources.

The City recognizes heritage resources through designation of individual properties, districts and by identifying a list of non designated properties that are listed on the Municipal Heritage Register (Section 9.3.2).

Response: The existing building on the Site is listed on the City of Windsor’s Municipal Heritage Register. A HIA was prepared that concluded that the property satisfies two criteria for designation. The retention of the existing building is not feasible given the nature of the proposed redevelopment. Accordingly, the HIA supports demolition and removal of the property from the Municipal Heritage Register subject to the imposition of a holding provision that requires the implementation of documentation, selective salvage, and commemoration through the SPA process prior to demolition. The HIA also proposes the removal of the property from the Municipal Heritage Register once the holding provision is applied.

To ensure archaeological resources are protected, an archaeological assessment is required on lands with archaeological potential for development or site alteration applications (Section 9.3.7.1). On Schedule C-1 (**Figure 6**), the lands are identified as being in an Archaeological Potential Zone (APZ) and an Archaeologically Sensitive Area (ASA).

Response: An Archaeological Assessment will be required to be completed prior to development on the Site and will be addressed through the SPA process.

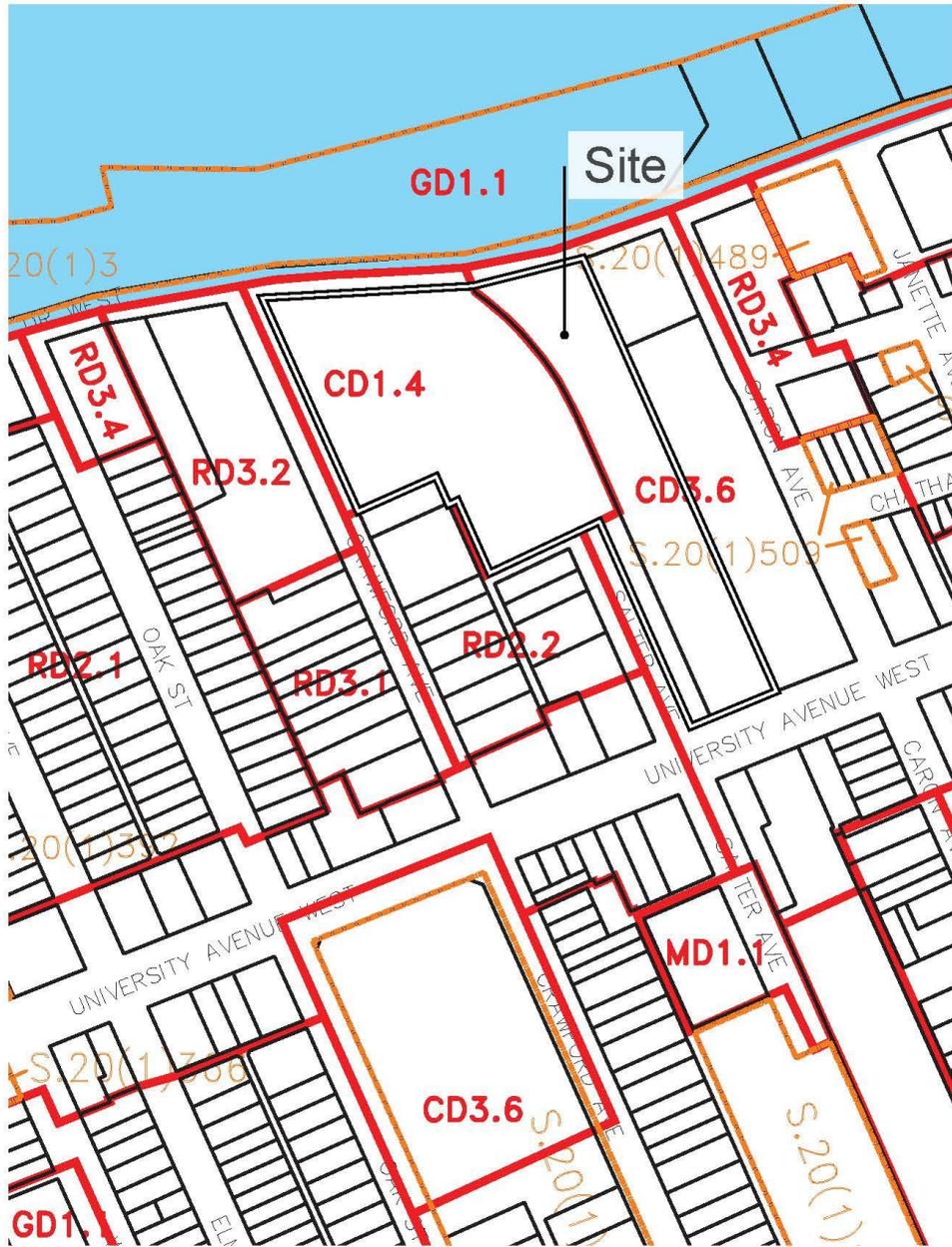
#### **4.4 City of Windsor Zoning By-law 8600**

The Site is currently zoned Commercial District Office (CD1.4) on western portion and is zoned General Commercial Combined Use Building (CD3.6) on the eastern portion of the Site encompassing the decommissioned CP railway in Zoning District Map 3 of the Zoning By-law (**Figure 7**).

The CD1.4 zone does not permit residential uses beyond an existing dwelling unit and permits a maximum height of 7.50 m.

The CD3.6 only permits dwelling units in a combined use building (i.e. residential with retail uses, restaurant, office, personal service shop etc.) with a maximum permitted height of 20.0 m (~5-6 storeys).

Figure 7: Current Zoning City of Windsor Zoning By-law Map 3



City of Windsor Zoning By-law No. 8600

Source: City of Windsor Zoning By-law No. 8600 Schedule A, Zoning District Map 3 (2025)

Figure  
**7**

The proposed ZBA would rezone the natural habitat link to a Green District (GD1.4- Natural Heritage Area) and the remainder of the Site to a new Commercial District 3. Zone with regulations for the permitted uses, lot coverage, landscaped open space, height, underground parking setback, setbacks, parking rate, and the gross floor area of commercial uses. The zone is also proposed to have a holding provision to prevent demolition of the existing building until the appropriate mitigation measures including salvage, documentation, and commemoration are finalized and integrated within the approved site plan to the satisfaction of the City Planner.

The Draft Zoning By-law Amendment provided in **Appendix C**, proposes to:

- rezone the eastern portion of the Site from Commercial District 3 (CD3.6 - General Commercial) to Green District 1 (GD1.4 - Natural Heritage Area) to reflect the proposed natural habitat linkage;
- rezone the Site from a Commercial District 1 (CD1.4 - Office) and Commercial District 3 (CD3.6 - General Commercial) to a new Commercial District 3. (CD.3)(H) zone that:
  - permits: a Bake Shop, Bakery, Business Office, Child Care Centre, Convenience Store, Food Outlet- Take-Out, Hotel, Medical Office, Multiple Dwellings, Restaurant, Retail Store, and Stacked Townhouses and Townhouse Dwellings;
  - permits a maximum lot coverage of 45%;
  - requires a minimum landscaped open space of 40%;
  - permits a maximum height from 85 metres;
  - permits a minimum underground parking setback of 0.5 metres;
  - requires a minimum setback of 3.70 metres from Crawford Avenue, 4.55 metres from Riverside Drive West, 5.70 metres from Salter Avenue and University Avenue West and 5.75 metres from any interior or rear lot line;
  - applies a parking rate of 1.03 parking space per dwelling unit;
  - maximum gross floor area of a Bake Shop, Bakery, or Restaurant of 500 square metres;
  - the commercial uses shall have a combined maximum gross floor area of 1,000 square metres; and
- apply a holding provision (H) to prevent demolition until the appropriate mitigation measures including salvage, documentation, and commemoration are finalized and integrated within the approved site plan to the satisfaction of the City Planner.

The requested rezoning conforms to the proposed Mixed Use Corridor and Very High Profile designation.

The proposed Green District 1 (GD1.4 - Natural Heritage Area) zone to reflect the proposed natural habitat linkage will ensure that, that area is protected for the natural habitat linkage long term.

The proposed new CD3. \_\_\_ (H\_\_\_) zone appropriately permits high density residential uses with limited, neighbourhood-serving commercial space integrated within residential buildings. The height, lot coverage, landscaped open space, setbacks, and parking standards provide a balanced framework that accommodates intensification that is appropriate for the Site. The commercial GFA limits ensures there are no negative traffic impacts, and the holding provision secures required heritage mitigation prior to demolition. Overall, the zone provides the flexibility needed to support a high-quality residential or mixed-use development that aligns with City policy directions and the planned function of the area.

## 5.0 PUBLIC OPEN HOUSE REPORT

The *Planning Act* (O. Reg 178/16) requires applicants to submit a proposed strategy for consulting with the public with respect to the OPA and ZBA applications as part of a complete application. In addition to the *Planning Act* requirements, the City of Windsor requires that applications include an Open House Report. This Section lays out the proposed Public Consultation Strategy and Open House Report. The Public Open House Report has been prepared in accordance with the City of Windsor Terms of Reference – Planning Application Technical Studies and Section 10 of the Official Plan.

### 5.1 Public Consultation Strategy

It is proposed that public consultation for the respective applications follow the *Planning Act* statutory requirements and the City of Windsor's standard practices outlined in Section 10.6 of the OP. The following public consultation strategy is proposed:

- Public Open House meeting held on September 17<sup>th</sup>, 2025, prior to the submission of the updated OPA/ ZBA applications. See additional information below on the Open House;
- the City will follow the public notification procedures as required by the *Planning Act*;
- it is our understanding that the City will provide public access to all the materials submitted with this application; and
- direct written responses to comments raised through the public consultation process will be provided to City staff.

### 5.2 Public Open House Information

The Public Open House for the updated OPA/ ZBA submission on 825 Riverside Drive West was held on Wednesday September 17<sup>th</sup>, 2025, at 6:00 pm- 7:30 pm at the Windsor International Aquatic and Training Centre (WIATC) in the Jellyfish/ Octopus Room. Notice of the Public Open House was mailed to all properties within 200 metres of the Proposed Development on August 27<sup>th</sup>, 2025, 20 days prior to the Public Open House. The mailing list was provided from the City of Windsor on August 20<sup>th</sup>, 2025 and the notice was submitted to staff on August 26<sup>th</sup>, 2025. A copy of the notice has been included in **Appendix D** and a copy of the Public Open House presentation in **Appendix E**.

The consulting team in attendance:

- Urban Planner– Chris Pidgeon, Principal Planner (GSP Group);

- Ownership– Alex Vandersluis, Development Manager (Clayland Developments Inc.); and
- Urban Planner – Rachel Bossie, Senior Planner (GSP Group)- attended virtually during the presentation and Q & A session.

City Representative in attendance:

- Greg Atkinson – Manager of Development Planning/ Deputy City Planner (City of Windsor).

Approximately 20 members of the public attended.

### 5.3 Summary of Public Comments and Responses

Below is a summary of the questions raised/ comments from the public at the September 17<sup>th</sup>, 2025, Public Open House Meeting:

1. Comment: Commercial uses are requested. Specifically, neighbourhood commercial to serve the surrounding residential uses.

Response: Since the public open house a range of commercial uses(including neighbourhood commercial) have been added to address this comment.

2. Comment: Affordable housing is requested.

Response: The development is intended to provide purpose-built rental housing, but it is not proposed as “affordable housing” as defined by the City. Rental rates have not yet been determined; however, the owner will evaluate available funding or financing tools at the appropriate stage of development to identify opportunities and feasibility to support housing affordability and maintain rents at attainable levels.

3. Comment: Concerned that the CBC Building would get demolished and this development never built.

Response: The CBC Building is not proposed to be demolished at this time. A holding provision is proposed to prevent the demolition of the CBC Building until the appropriate heritage mitigation measures are finalized and incorporated into the site plan. The building is proposed to be demolished at the time of redevelopment.

4. Comment: How will commemoration of the CBC building work?

Response: The HIA recommended a commemoration strategy to acknowledge the site’s heritage value which would detail strategies such as plaques, signage, adaptive reuse of salvaged materials, commemorative gardens or sculptures, radio history walking tour or oral history or digital interpretation projects.

5. Comment: Concerns about the condition of the current Site and homeless on Site.

Response: Ownership will reach out to the site maintenance team.

6. Comment: Supportive for the proposed development.

Response: The positive reception to the project was appreciated.

7. Comment: Concern from the neighbouring low density development about development adjacent to their property.

Response: Fencing and screening is proposed. The shadow study demonstrates that there will not be negative shadow impacts on adjacent low density residential uses. Additional commentary on the site design and urban design can be found in the Urban Design Brief.

## 6.0 RECOMMENDATIONS

It is our opinion that the requested revised Official Plan and Zoning By-law Amendments are in the public interest and represents good planning and should be granted for the following reasons:

1. The revised Subject Applications align with matters of provincial interest under the *Planning Act*;
2. The revised Subject Applications are consistent with the relevant policies of the Provincial Planning Statement, 2024;
3. The revised Subject Applications maintain the intent of the functional, land use, environmental, and urban design policies of the City of Windsor Official Plan;
4. The Site is within an existing urban area and Growth Centre where the existing municipal infrastructure (i.e. water, sewage, stormwater) can accommodate the proposed residential intensification;
5. The proposed redevelopment will maintain and improve an ecological habitat by providing for a naturalized linkage corridor for endangered snake species;
6. The Site is adjacent to existing public transit stops and active transportation routes (i.e. the Riverfront Trail) and is within Windsor's City Centre and Growth Centre which will encourage future residents to take active forms of transportation (i.e. walking, cycling) for local trips;
7. The proposed revised development concept will provide additional housing to meet the future and current needs of the population and supports a city centre with a range of uses to meet the needs of residents;
8. The proposal adequately incorporates heritage attributes of the existing building through the proposed holding provision requires the implementation of mitigation measures aimed at conserving and interpreting the Site's heritage value through Site Plan Approval prior to demolition;

9. The revised development concept building will be compatible with other residential buildings located along Riverside Drive West in terms of building height and massing and will provide appropriate transitions through step backs and terracing, to the adjacent low-rise residential areas; and
10. The applications Implement the general intend of Zoning By-law 8600.

In conclusion, the revised Official Plan and Zoning By-law Amendments are appropriate, desirable, and in the public interest. It supports sustainable growth through intensification on existing municipal services on an under-utilized site with access to transit while incorporating the future integration of the heritage attributes of the existing building and respecting the surrounding urban context.

Respectfully,  
**GSP Group Inc.**

A handwritten signature in purple ink that reads "R. Bossie".

Rachel Bossie, MCIP, RPP  
Senior Planner  
226.444.7848  
[rbossie@gspgroup.ca](mailto:rbossie@gspgroup.ca)

## **Appendix B: Draft Official Plan Amendment**

**AMENDMENT NO. \_\_\_\_**

**TO THE**

**OFFICIAL PLAN**

**CITY OF WINDSOR**

Part C (Details of the Amendment) of the following text constitute Amendment No. \_\_\_\_

## A. PURPOSE

This purpose of this amendment is to:

- facilitate the redevelopment of the lands described herein which includes two (2) 17-storey residential towers, one (1) 21-storey tower, one (1) 23-storey tower and (1) 25-storey tower and 24 stacked and back-to-back townhouse units.
- To change the designation of certain lands described herein FROM Residential TO Mixed Use Corridor.
- To change the Development Profile of certain lands described herein FROM High Profile Area TO Very High Profile Area.

## B. LOCATION

This amendment applies to portions of a lot municipally addressed as 825 Riverside Drive West located at the southeast corner of Riverside Drive West and Crawford Avenue.

The lands are currently occupied by the CBC – Radio Canada Building and a decommissioned rail corridor.

## C. DETAILS OF THE AMENDMENT

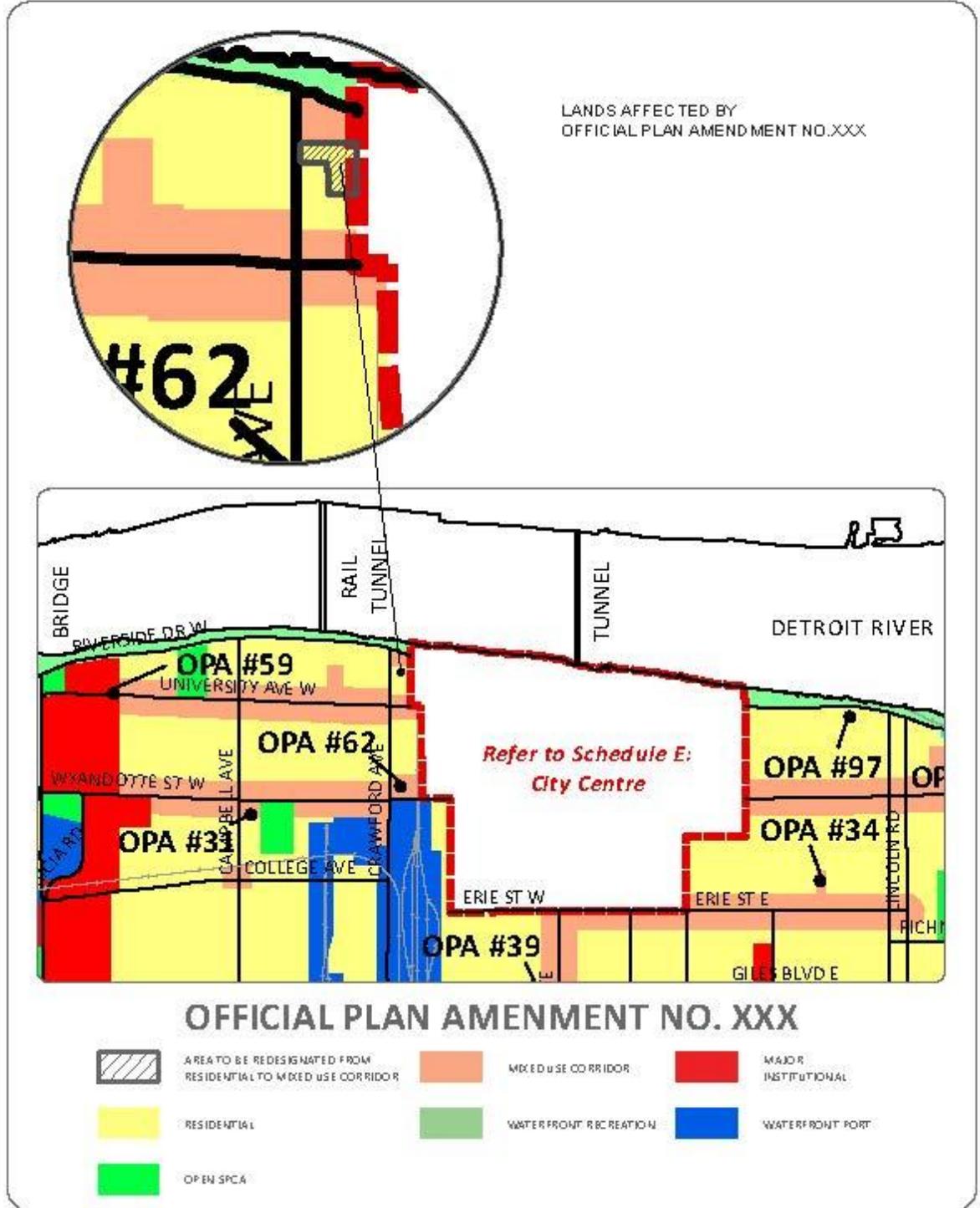
1. That Schedule D: Land Use **BE AMENDED** to redesignate a portion of the lands designated Residential to Mixed Use Corridor as shown on the attached amendment.
2. That Schedule E: City Centre Planning District **BE AMENDED** to revise the development profile area for the lands within the boundary of the City Centre Planning District from High Profile Area to Very High Profile Area as shown on the attached amendment.

## D. IMPLEMENTATION

- (i) Amend Schedule D: Land use as shown on the attached amendment.
- (ii) Amend Schedule E: City Centre Planning District as shown on the attached amendment

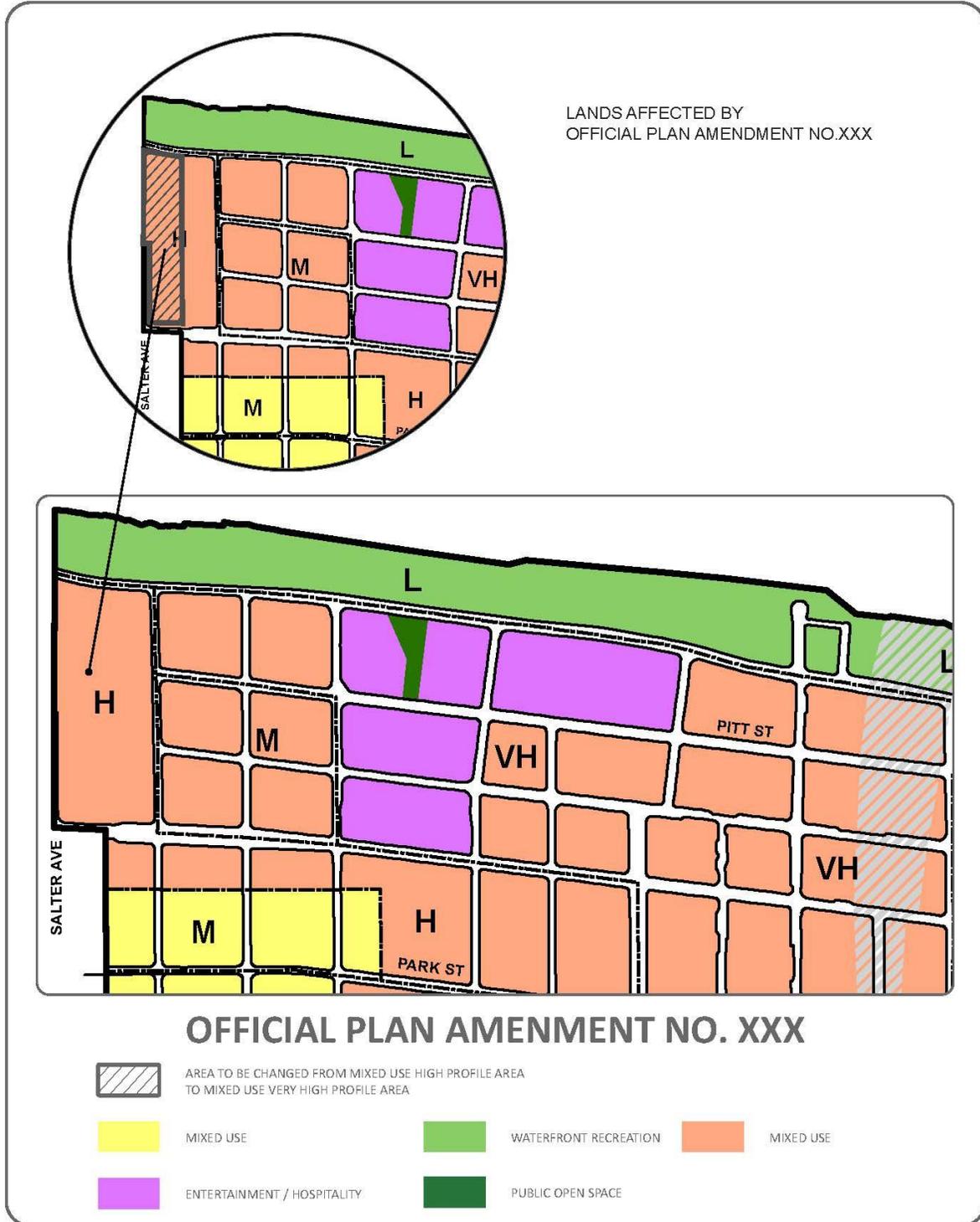
Appendix A to Official Plan Amendment No. \_\_  
 City of Windsor Official Plan Volume 1

SCHEDULE D



**Appendix B to Official Plan Amendment No. \_\_  
City of Windsor Official Plan Volume 1**

**SCHEDULE E**



# Appendix C: Draft Zoning By-law Amendment

**CITY OF WINDSOR**

**By-law No. █-2026**

A BY-LAW TO FURTHER AMEND BY-LAW NUMBER 8600 CITED AS THE “CITY OF WINDSOR ZONING BY-LAW”

Passed the        day of        , 2026

**THE COUNCIL OF THE CORPORATION OF THE CITY OF WINDSOR, IN ACCORDANCE WITH THE PLANNING ACT, 1990, HEREBY ENACT AS FOLLOWS:**

1. The Lands that are the subject of and affected by the provisions of this by-law are described in Schedule A of this by-law and shall be referred to in this by-law as the “Lands”. Schedule A is part of this by-law.
2. The purpose of this by-law is to amend Schedule A, Map 3 of By-law and to include a site-specific provision on the property described as 825 Riverside Drive West.
3. The provisions of this By-law shall be shown on Map 3 of Schedule “A” of By-law No. 8600 rezoning the Lands from CD1.4 and CD3.6 to GD1.4 and CD3.█(H█).
4. Section 16 of By-law 8600, as amended is further amended by adding a new Commercial 3 zone for 825 Riverside Drive West a follows:

**16.X.1 PERMITTED USES**

Bake Shop  
Bakery  
Business Office  
Child Care Centre  
Convenience Store  
Food Outlet- Take-Out  
Hotel  
Medical Office  
Multiple Dwellings  
Restaurant  
Retail Store  
Stacked Townhouses  
Townhouse Dwellings

16.X. PROVISIONS

Maximum Lot Coverage 45%

Minimum Landscaped Open Space 40%

Maximum height 85 metres

Minimum setback for underground parking 0.5 metres

Minimum setback of 3.70 metres from Crawford Avenue, 4.55 metres from Riverside Drive West, 5.70 metres from Salter Avenue and University Avenue West and 5.75 metres from any interior or rear lot line

Apply a minimum parking rate of 1.03 parking space units per dwelling unit

Apply a maximum gross floor area of a Bake Shop, Bakery, or Restaurant of 500 square metres

Commercial uses shall have a combined maximum gross floor area of 1,000 square metres

- 5. Section 95.20 Holding Conditions- Site Specific is further amended by applying a site specific holding provision to:

prevent demolition until the appropriate mitigation measures including salvage, documentation, and commemoration are finalized and integrated within the approved site plan to the satisfaction of the City Planner.

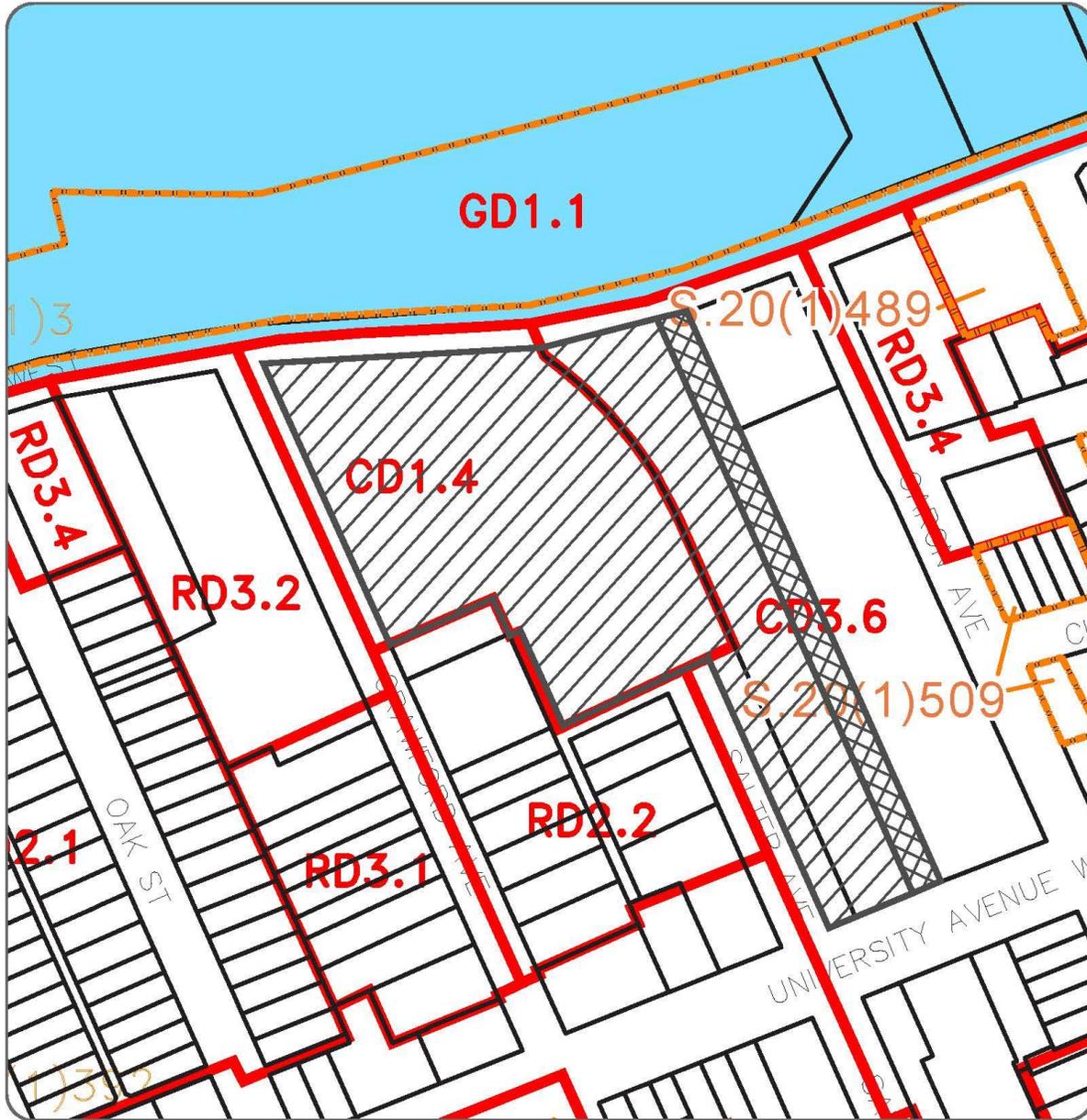
Passed this [ ] day of [ ], 20[ ]

.....  
\_\_\_\_\_, CITY CLERK

.....  
\_\_\_\_\_, MAYOR

First Reading: [ ], 20XX  
Second Reading: [ ], 20XX  
Third Reading: [ ], 20XX

“Schedule A”



PART OF ZONING DISTRICT MAP 3

N.T.S.

REQUESTED ZONING AMENDMENT



Applicant: Clayland Developments Inc.

 LAND TO BE REZONED FROM CD3.6 ZONE TO GD1.4 ZONE

 LAND TO BE REZONED FROM CD1.4 AND CD3.6 ZONE TO CD.3.\_\_(H\_) ZONE

PLANNING & BUILDING DEPARTMENT

DATE : NOVEMBER, 2025

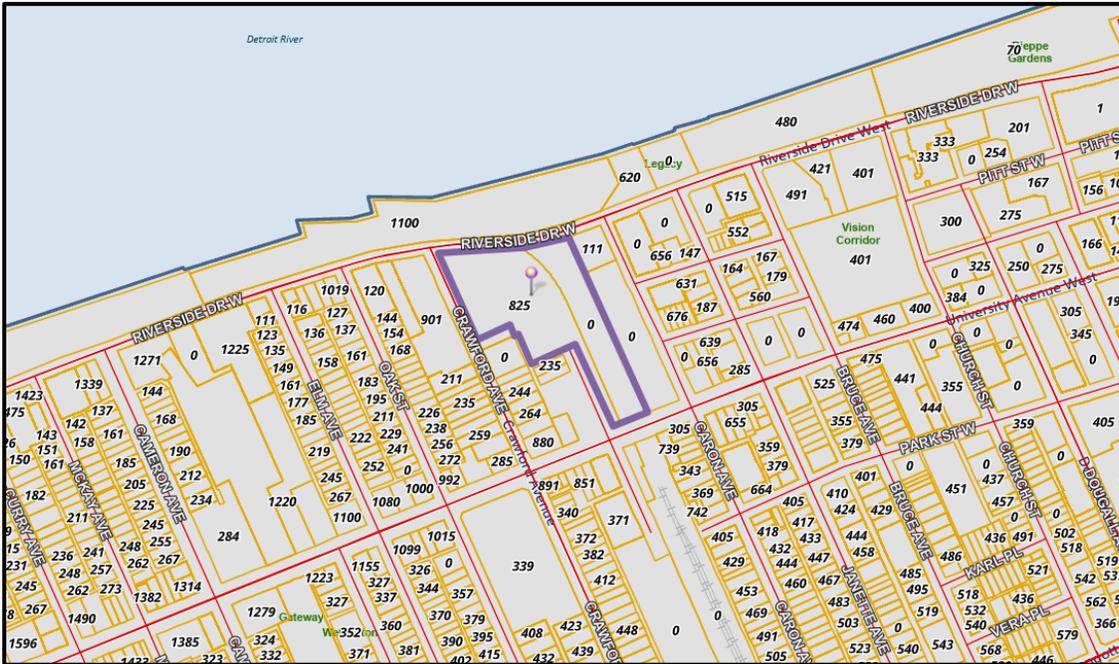
## **Appendix D: Open House Notice**

**PUBLIC OPEN HOUSE INVITATION**  
**PROPOSED RESIDENTIAL DEVELOPMENT**  
825 Riverside Drive West, Windsor

August 27, 2025

**Owner/ Occupant:**

Clayland Developments Inc., and GSP Group invite you to attend a Public Open House to discuss and provide feedback on a proposed high density residential development at 825 Riverside Drive West (the “Site”) shown in purple on the map below.



**MEETING DETAILS**

**Date:** Wednesday September 17, 2025

**Time:** 6:00 pm-7:30 pm

**Location:** Jellyfish/ Octopus Room, Windsor International Aquatic and Training Centre (WIATC), 401 Pitt Street West, Windsor

**Parking:** City of Windsor parking lots are pay and display. Please see the Windsor International Aquatic and Training Centre website or call 519-974-2782 for information about parking.

**Schedule:**

- **6:00 pm-6:45 pm-** drop in: sign in, review display boards and speak one-on-one with the consulting team.
- **6:45 pm-7:00 pm-** Presentation by the applicant.
- **7:00 pm-7:30 pm-** Question & Answer, wrap up and next steps.

## **DEVELOPMENT PROPOSAL:**

The Site currently contains the Canadian Broadcasting Corporation (“CBC”) building and a portion of the decommissioned CP Rail corridor. The proposed redevelopment includes a total of 1,605 residential units across five towers ranging in height from 17 to 25 storeys, along with one three-storey stacked/back-to-back townhouse block containing 24 units. In addition, Apartment Buildings 1 and 2 each incorporate 20, two-storey townhouses units at grade.

The development features a range of amenities including outdoor amenity space along Riverside Drive West, two parkettes east of Building 3, and a 12-metre-wide naturalized corridor along the eastern portion of the Site. A total of 1,725 parking spaces are proposed within Floor 1 and Floor 2 of Building 2 and three levels of underground parking.

Vehicular access will be from Salter Avenue and Crawford Avenue via a private 8.5 m-wide private driveway, with pedestrian connections provided throughout the Site. To permit the proposed development, an Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) is required.

### OPA

The Site is currently designated “Residential”, “Mixed Use Corridor” and within the City Centre Planning District Boundary “High Profile Area”. The application is proposing to:

- redesignate the portion of the Site currently designated “Residential” to “Mixed Use Corridor”; and
- redesignate the portion of the Site currently designated as “High Profile Area” to “Very High Profile Area”.

### ZBA

The Site is currently zoned Commercial District 1 (CD1.4-Office) and Commercial District 3 (CD3.6- General Commercial). The application proposes to rezone the Site to:

- Green District 1 (GD1.4- Natural Heritage Area); and
- a new Residential District 3.\_\_ (RD3.\_\_)(H\_\_) zone with the following regulations:
  - permitted uses: Multiple Dwellings, Stacked Townhouses and Townhouse Dwellings;
  - maximum lot coverage of 45%;
  - minimum landscaped open space of 40%;
  - maximum height of 85 metres for a Multiple Dwelling;
  - maximum height of four storeys for a Stacked Townhouse and Townhouse Dwelling;
  - minimum underground parking setback of 0.5 metres;
  - minimum parking rate of 1 parking space per dwelling unit; and
  - apply a holding provision H(\_\_) to prevent demolition of the existing building until the appropriate heritage mitigation measures including salvage, documentation, and commemoration are finalized and incorporated into the approved site plan to the satisfaction of the City Planner.

## **THE PROCESS**

This application was originally submitted in May 2020 but was not circulated, and no public meeting or decision took place. The upcoming Public Open House will provide an opportunity

for the community to review the proposal, ask questions, and share feedback before a formal resubmission is made.

### **Participation**

Representatives of the applicant will be present at the Public Open House to present and discuss the proposal. City of Windsor staff will attend as observers.

If you wish to provide written comments, or request additional information please contact:

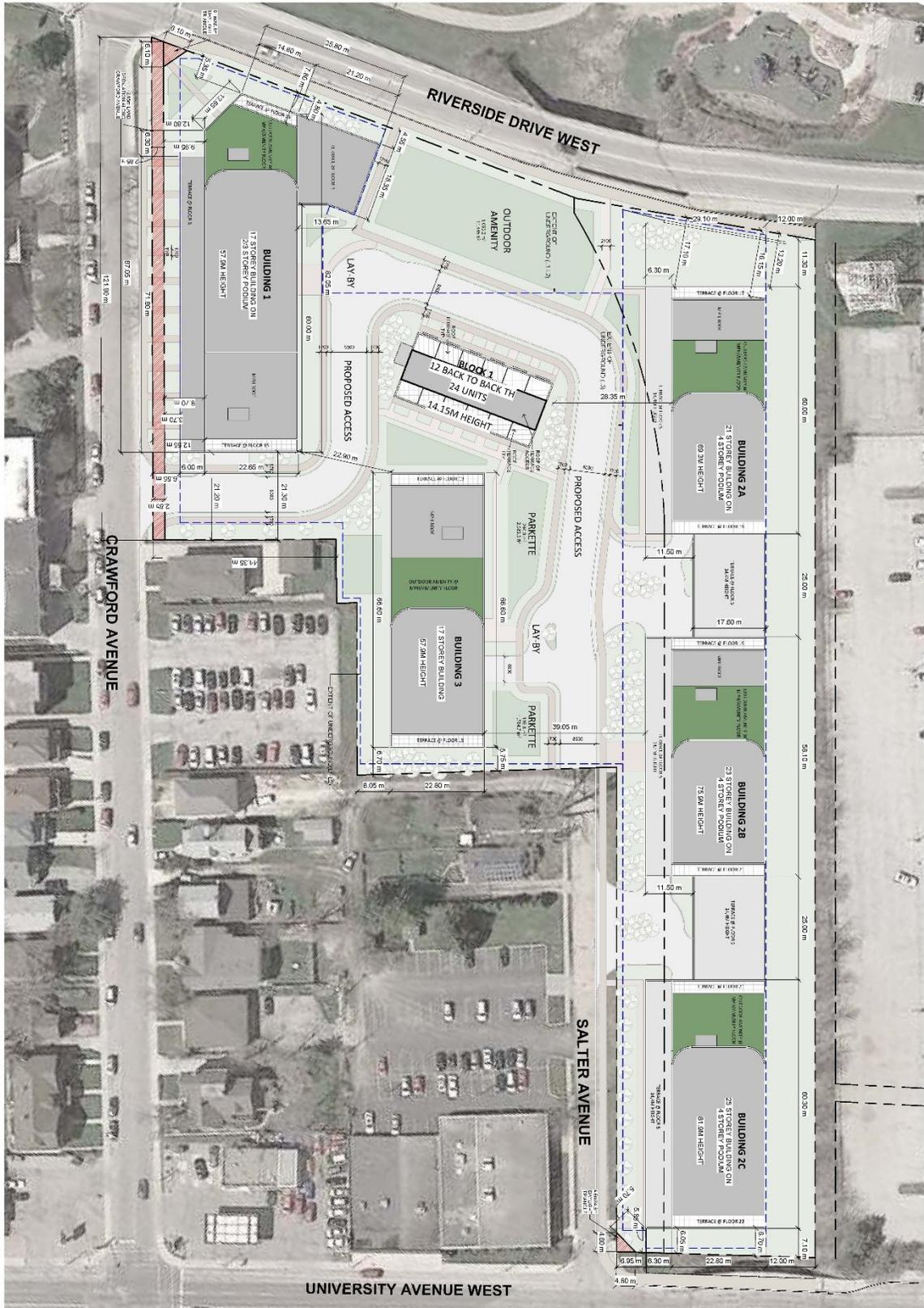
Rachel Bossie, MCIP, RPP

Senior Planner, GSP Group

T: 226-444-7848 E: [rbossie@gspgroup.ca](mailto:rbossie@gspgroup.ca)

The City of Windsor will process the applications in accordance with the *Planning Act*. Please note that all comments and opinions submitted, including names and addresses, will become part of the public record, and may be viewed by the public and published in planning reports.

The City of Windsor will provide official notice in the Windsor Star and will mail a notice to all property owners and residents within 200 metres of the Site and hold a statutory public meeting at the Development & Heritage Standing Committee, and, later, with City Council to make a decision on the application



PROJECT	CBC LINDS - 825 Riverside Dr. W., Windsor, ON
DATE	2025-06-09
SCALE	1:500
PROJECT NO.	A004
DATE	2025-06-09
SCALE	1:500
PROJECT NO.	A004

PROJECT: CBC LINDS - 825 Riverside Dr. W., Windsor, ON

DATE: 2025-06-09

SCALE: 1:500

PROJECT NO.: A004

PROJECT: CBC LINDS - 825 Riverside Dr. W., Windsor, ON

DATE: 2025-06-09

SCALE: 1:500

PROJECT NO.: A004

PROJECT: CBC LINDS - 825 Riverside Dr. W., Windsor, ON

DATE: 2025-06-09

SCALE: 1:500

PROJECT NO.: A004

PROJECT: CBC LINDS - 825 Riverside Dr. W., Windsor, ON

DATE: 2025-06-09

SCALE: 1:500

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SCALE: 1:500

PROJECT NO.: A004

PROJECT: CBC LINDS - 825 Riverside Dr. W., Windsor, ON

DATE: 2025-06-09

SCALE: 1:500

PROJECT NO.: A004

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PROJECT NO.: A004

## **Appendix E: Open House Presentation**

SLIDE 1

# PUBLIC OPEN HOUSE AGENDA

The purpose of this Public Open House is to provide the community information on the development proposal, ask questions and provide feedback prior to a formal Official Plan Amendment and Zoning By-law Amendment resubmission is made to the City of Windsor.

## Agenda

- **6:00 pm-6:45 pm** - drop in: sign in, review display boards and speak one-on-one with the consulting team
- **6:45 pm-7:00 pm** - Presentation by the applicant
- **7:00 pm-7:30 pm** - Question & Answer, wrap up and next steps



SLIDE 2



825 RIVERSIDE DRIVE WEST, WINDSOR, ON

## PUBLIC OPEN HOUSE

OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT  
SEPTEMBER 17TH, 2025



# PUBLIC OPEN HOUSE AGENDA

The purpose of this Public Open House is to provide the community information on the development proposal, ask questions and provide feedback prior to a formal Official Plan Amendment and Zoning By-law Amendment resubmission is made to the City of Windsor.

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## SITE CONTEXT

- Approximately 2.7 ha (6.6 acres)
- Fronts Riverside Drive West, Crawford Avenue and University Avenue West
- Situated in the River West neighbourhood
- Within a 10 minute (800m) walk to immaculate Conception Catholic Elementary School
- Proximity to three bus routes: Transit 1C, Central 3 West and Dominion 5
- Walking distance to several bus stops + the Windsor International Transit Centre



## OPA/ZBA APPLICATIONS (2020)

- Submitted in 2020, not formally considered and no Council decision was made.
- OPA: to designate as Residential and Very High Profile (City Centre Planning District).
- ZBA: rezone to Green District 1 (GD1.4- Natural Heritage Area) and Residential District 3 (RD3.9- Multiple Dwelling) with a site-specific provision to permit a maximum Gross Floor Area Ratio of 5:1.



## UPDATED OPA/ZBA APPLICATIONS (2025)

- Resubmission has not been submitted to the City.
- OPA: to designate as Mixed Use Corridor and Very High Profile (City Centre Planning District).
- ZBA: rezone to Green District 1 (GD1.4- Natural Heritage Area) and a new Residential District 3.\_\_\_ zone to:
  - Apply provisions in the new RD3 zone for: use, lot coverage, landscaped open space, height, underground parking setbacks, and the parking rate; and,
  - Apply a holding provision related to cultural heritage.



SLIDE 7

# PROPOSED DEVELOPMENT 2025

- Proposed **Residential Development** with **1,602 units**
  - 4 Residential Buildings (3 high-rise apartments with 5 towers- 17- 25 storeys and 1 townhouse block 3 storeys).
- Lot Coverage: 41%
- Landscaped Open Space: 47%
- **1,725 Parking Spaces**
  - 3 Levels of underground, 2 levels above-grade and no surface parking.



SLIDE 8

## SITE PLAN 2025



# COMPARISON 2020 & 2025

	2020	2025	DIFFERENCE
Units	1,295 1,227 Apartments 68 Townhouses	1,602 1,558 Apartments 44 Townhouses	+307 + 331 Apartments - 24 Townhouses
Height	16 Storeys (Apartments) 2 Storeys (Townhouses)	17-25 Storeys (Apartments) 3 Storeys (Townhouses)	+1 to 9 Storeys (Apartments) +1 Storey (Townhouses)
Parking	1,716 Spaces	1,725 Spaces	+9 Spaces

# TECHNICAL STUDIES & PLANS



Transportation Impact Study (TIS) and Parking Study



Heritage - Documentation and Commemoration Report



Environmental Site Assessments



Functional Servicing and Stormwater Management Report, Functional Site Servicing and Grading Plans



Site Plan, Elevations, Sections and Shadow Study



Planning Justification & Urban Design Brief

# TIS & PARKING STUDY OVERVIEW

## EXISTING LANE CONFIGURATION & TRAFFIC CONTROL

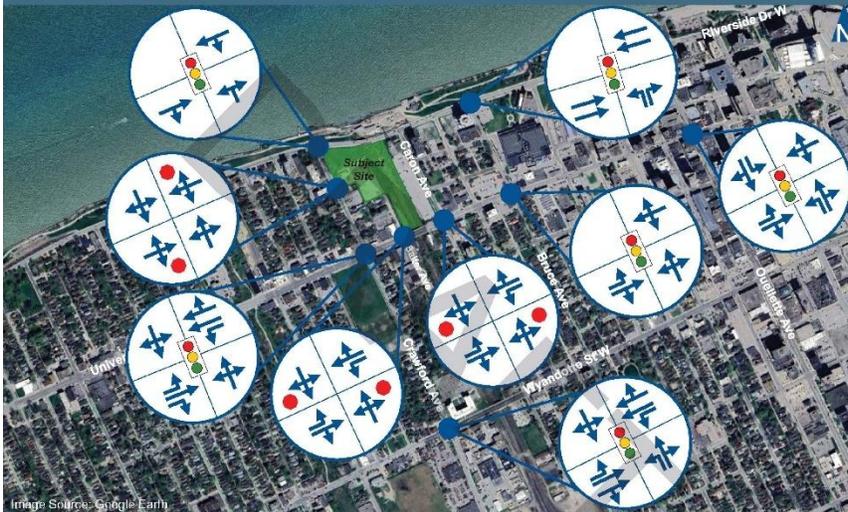


Image Source: Google Earth

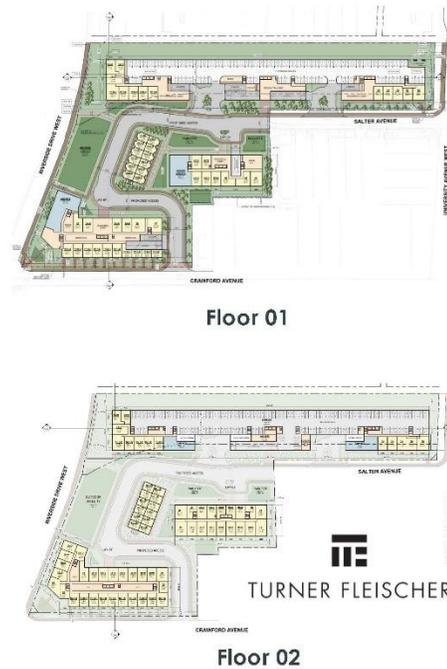
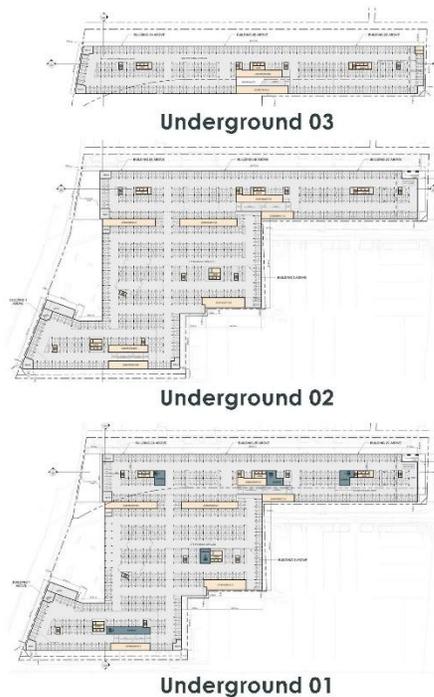
**Parking:** 1,725 spaces proposed- appropriate to serve 1,602 units.

**Traffic:** Project will add ~395-464 trips in the AM and PM peak hours. Intersections are expected to continue operating at a similar level of service as today, with no major delays anticipated.

**Transportation Demand Management (TDM):** Bicycle parking, unbundled parking, car-share and tenant transportation info packages recommended.



# FLOOR PLANS



SLIDE 13

# RENDERS

VIEW FROM: UNIVERSITY AVENUE WEST



SLIDE 14

# BLDGS 2A-C

VIEW FROM: UNIVERSITY AVE WEST



SLIDE 15

# BUILDING 1

VIEW: INTERSECTION OF CRAWFORD AVE. & RIVERSIDE DR. W.



SLIDE 16

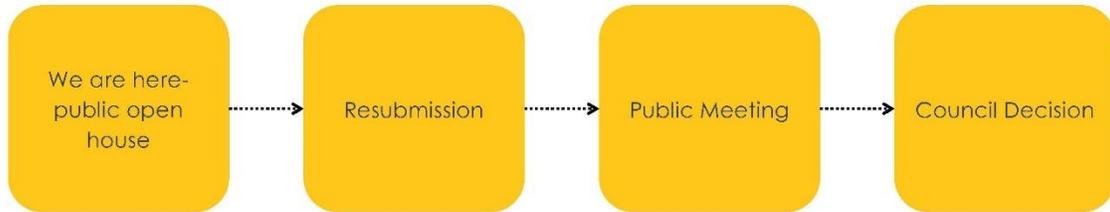
# BLOCK 1

VIEW FROM: INTERNAL ACCESS ROAD



SLIDE 17

# PROCESS



SLIDE 18

# QUESTIONS & ANSWERS



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Senior Planner  
She / Her / Hers  
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