

URBAN DESIGN BRIEF

825 Riverside Drive West

City of Windsor
Official Plan Amendment and Zoning By-law Amendment

December 2025



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1. BACKGROUND

1.1 Proposal

GSP Group Inc. has been retained by Clayland Developments Inc. (referred to as “the Applicant”) in support of the Official Plan Amendment and Zoning By-law Amendment applications to facilitate the redevelopment of lands municipally addressed as 825 Riverside Drive West in the City of Windsor (referred to as “the Site” or “the Subject Property”) (Figure 1). The Site is located at the southeast corner of Riverside Drive West and Crawford Avenue, south of the Detroit River. These applications are required to facilitate the comprehensive redevelopment of the Site which proposes:

- a total of 1,602 residential units;
- five (5) towers ranging in heights from 17 to 25 storey;
- three (3)-storey stacked/back-to-back townhouse block containing 24 units; and
- a total of 1,725 parking spaces.

1.2 Purpose

The purpose of the Urban Design Brief (“UDB”) is to illustrate how the design proposal has sought to facilitate the comprehensive redevelopment of the Subject Property to include residential uses of varying heights and densities in support of the City of

Windsor’s intensification goals. The UDB document provides direction for the implementation of the vision and intent of the proposed condominium and townhouse development, focuses on the physical design and describes the context, linkage opportunities, and proposed landscape, open space and built form design to support the vision and intent.

1.3 Report Outline

This UDB is based on preliminary drawings and materials available at this stage of the application and process. In response to the City’s Urban Design Brief Terms of Reference, this document has been structured in the following manner:

- A description of the existing physical conditions on the Site (Section 2);
- A description of the Site’s surrounding area and neighbourhood context (Section 3);
- Outline of the design policy and guideline references (Section 4);
- A description of the design components of the proposed development (Section 5);
- An assessment of the proposed design concept with respect to relevant design policies (Section 6); and,
- A summary of the report findings (Section 6).

1.3 Supporting Studies and Materials

The Urban Design Brief has considered the following plans and reports prepared in support of the subject application:

- Site Plan prepared by Turner Fleischer;
- Floor Plans and Building Sections prepared by Turner Fleischer;
- 3D Massing prepared by Turner Fleischer; and
- Shadow Impact Analysis drawings prepared by Turner Fleischer.

2. EXISTING SITE CONDITIONS AND CONTEXT

2.1 Site Location and Existing Conditions

The Site includes the existing Canadian Broadcasting Corporation (“CBC”) lands located at the corner of Riverside Drive West and Crawford Avenue as well as a portion of the decommissioned CP Rail lands east of the CBC lands. The total lot area is approximately 2.7 ha (6.6 acres) with approximately 168.85 metres of frontage along Riverside Drive West, 121 metres along Crawford Avenue, 117.45 metres along Salter Avenue, and 48 metres along University Avenue West (Figure 1).

The Site is currently occupied by the CBC – Radio Canada Building and the decommissioned rail corridor.

2.2 Site History

As per the Phase I Environmental Site Assessment (“ESA”), prepared by Jacques Whitford (dated March 31, 2005) between the early 1890’s until the late 1920’s/early 1930’s the Site was owned by the Windsor Salt Company and Canadian Salt Co. Ltd. The Site was “...initially developed in the early 1890’s by Windsor Salt Work..On-site salt production started late in the year 1883... In approximately 1930, the salt mill was completed dismantled and the salt production was conducted at another salt plant in Sandwich, Ontario...” (pg. 15).



Fig.1: Site Location

Between the 1930's and 1950's the Site was vacant, with the exception of a power house that was located on the northwest portion of the Site (pg. 15 of the Phase I ESA).

2.3 Surrounding Context

The subject site occupies a prominent riverfront position in Windsor, directly facing the Detroit skyline across the international border. This riverfront prominence reinforces Windsor's image as an international gateway, a key urban design principle expressed by the dominance of the Ambassador Bridge, the Detroit skyline, and the waterfront. City policy also emphasizes the protection of cross-border views, notably vistas of Downtown Detroit and the Detroit River, to uphold Windsor's unique sense of place. Given its location near a major border approach, the site is poised as a gateway landmark, aligning with Official Plan objectives to create entry points that provide a sense of welcome and orientation for travelers. In summary, the site's setting is not only geographically strategic but also emblematic of the civic image and view corridor priorities outlined in Windsor's design policies.

The Subject Property is situated along the border of the City Centre, offering a prominent location with views of the Detroit River and the Riverside waterfront, extending towards the United States. The eastern portion of the Site is located within the City Centre boundary and occupies the northern and central parts of the city block bounded by Riverside Drive West to the north, Caron Avenue to the east, University Avenue West to the south, and Crawford

Avenue to the west.

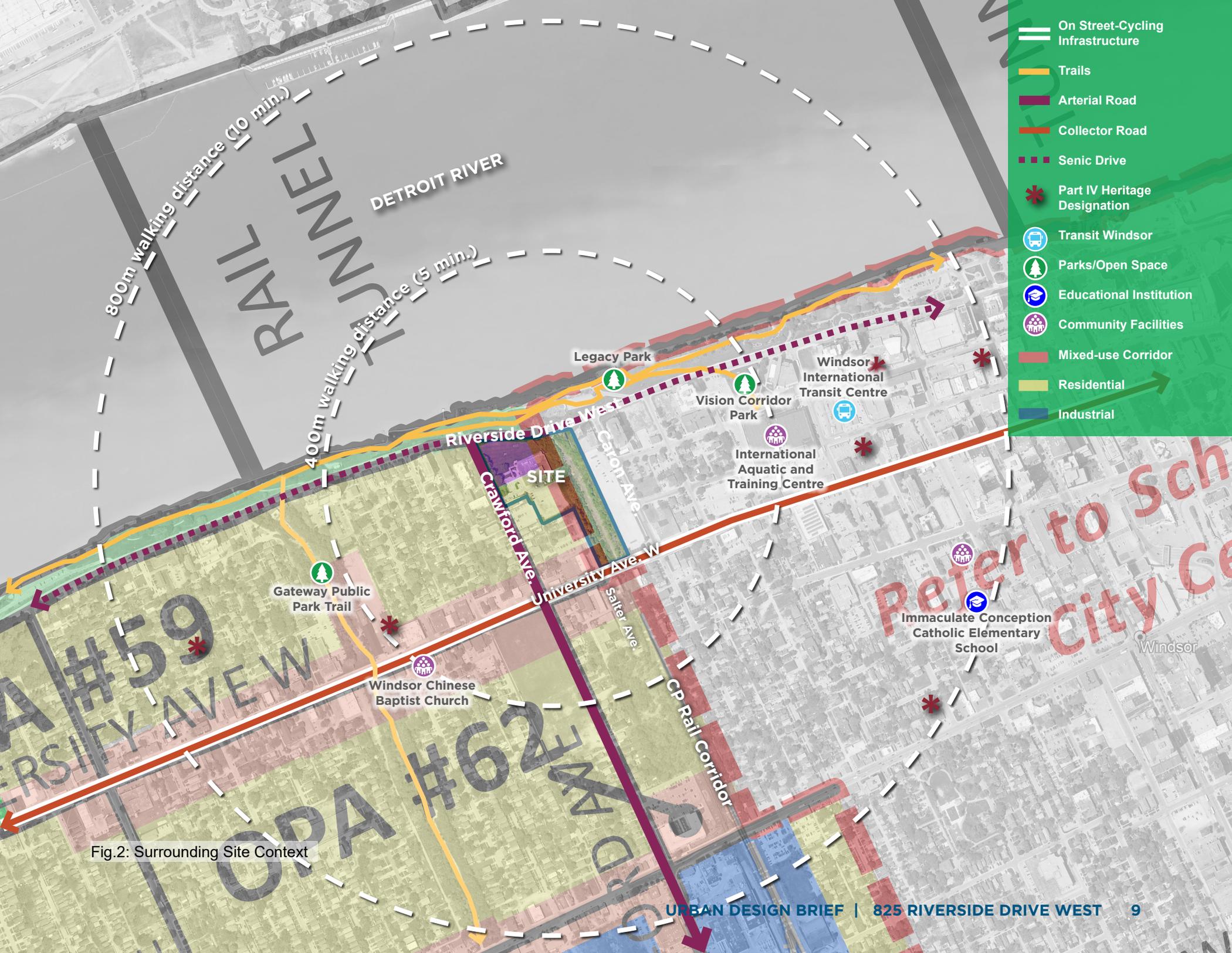
Surrounding neighbourhood character is diverse in both architectural form and land use. Buildings in the vicinity span many eras and styles, from late-19th/early-20th century houses on nearby streets to mid-century and contemporary structures introduced over time. This mix of design periods results in a varied streetscape fabric. The scale of development ranges from low-rise dwellings (single detached homes and 2-3 storey walk-ups) up to high-rise residential towers closer to the waterfront. Notably, the Dieppe Tower at 120 Caron Avenue is a high-rise apartment building anchoring the east end of the block, and the Waterpark Place condominiums further east contribute additional height in the skyline. By contrast, the west end of the block near Crawford Avenue remains predominantly low-rise and open; apart from the CBC's own broadcast tower structure acting as a vertical landmark, Crawford Avenue's built form is largely defined by modest residential properties. The juxtaposition of tall towers and modest homes, interspersed with mid-century institutional buildings, gives the area an eclectic character while maintaining a human-scaled environment at ground level.

Land uses around the site are equally mixed. The predominant use is residential, including a blend of high-density apartments closer to Riverside Drive West and lower-density houses further south in the Old Town area. Along University Avenue West, the land use pattern shifts to commercial and institutional: this corridor features storefront retail, eateries, and services, as well as civic/institutional facilities, reflecting its role as a transition from downtown into

the neighbourhood. The subject block itself contains an institutional use (the former CBC broadcasting facility) amid what is otherwise a residential and mixed-use precinct. Scattered throughout the surrounding blocks are vacant lots and surface parking areas, some occupying prominent corners or mid-block sites. These gaps in the urban fabric point to past demolitions or underutilization, and City plans identify this section of the City Centre fringe as having significant redevelopment potential. Despite these vacant parcels, the area also benefits from recreational open space: directly north of the site, across Riverside Drive West, lies Windsor's riverfront parkland and trail system. This combination of homes, businesses, institutions, parks, and vacant lands makes for a dynamic urban context with a variety of functions and architectural expressions in close proximity.

Connectivity is a key feature of the Site. Riverside Drive West, an east-west scenic road, provides two lanes for vehicles, with sidewalks on the south side and a multi-use trail on the north side along the waterfront. Crawford Avenue, a north-south collector road, offers sidewalks on both sides but lacks dedicated cycling facilities. University Avenue, an east-west arterial road with four lanes, incorporates designated bike lanes and sidewalks. The Subject Property offers an additional layer of appeal through its unobstructed views of the Detroit River waterfront. Furthermore, it directly interfaces with the Riverfront Trail, facilitating a seamless pedestrian and cyclist connection between University and Downtown Windsor.

The site benefits from proximity to three bus routes, enhancing its accessibility. Transit routes include Transit 1C along University Avenue, connecting the Windsor International Terminal to the Hospital and Tecumseth Mall; Central 3 West along Crawford Avenue and Riverside Drive West, linking the Windsor International Terminal to the Hospital; and Dominion 5 along Riverside Drive West, connecting St. Clair College Main Campus to the Windsor International Transit Terminal.



- On Street-Cycling Infrastructure
- Trails
- Arterial Road
- Collector Road
- Senic Drive
- Part IV Heritage Designation
- Transit Windsor
- Parks/Open Space
- Educational Institution
- Community Facilities
- Mixed-use Corridor
- Residential
- Industrial

Fig.2: Surrounding Site Context

2.4 Transportation Context

The Subject Property benefits from excellent transportation connectivity, enhancing its accessibility and appeal. Located along key transportation routes, it is well-served by multiple modes of transit, including public transportation, major roadways, and pedestrian and cycling infrastructure.

Public Transit: The Site is accessible via three major Transit Windsor routes:

- Route 1C: This route runs east/west along University Avenue West, south of the site. It connects the College Avenue Community Centre to Tecumseh Mall via the Windsor International Transit Terminal (Downtown). Route 1C operates every 10 to 20 minutes on weekdays and Saturdays, and every 40 to 60 minutes on Sundays and holidays, with bus stops approximately 200 meters southwest of the site at the intersection of University Avenue West and Crawford Avenue, a 3-minute walk.
- Route 5: Running along Riverside Drive West and north/south along Campbell Avenue and Dominion Boulevard, Route 5 provides service between the Windsor International Transit Terminal and the St. Clair College Main Campus Transit Terminal. It operates every 20 minutes on weekdays, every 30 minutes on Saturdays, and every hour on Sundays and holidays, with bus stops at the intersections of Riverside and Oak Street, and Riverside and Caron Avenue, both about 100 meters from the site.



Fig.3: Transportation Network

- **Route Central 3 West:** This route runs north/south along Crawford Avenue and east/west along Riverside Drive West towards Downtown. It connects the Windsor International Transit Terminal to the Transit Terminal at the College Avenue Community Centre. It runs every hour from 7:00 am to noon Monday to Saturday, and from 9:00 am to 7:00 pm on Sundays and holidays, with bus stops adjacent to the site at the intersection of Crawford Avenue and Riverside Drive West, a 1-minute walk.

Road Network: The Site is strategically positioned along several key roads:

- **Riverside Drive West:** An east-west scenic road providing two lanes for vehicles, it features sidewalks on the south side and a multi-use trail on the north side along the waterfront, supporting both vehicular and pedestrian traffic.
- **Crawford Avenue:** A north-south collector road with sidewalks on both sides, facilitating pedestrian movement. Although it lacks dedicated cycling facilities, it plays a crucial role in local connectivity.
- **University Avenue West:** An east-west arterial road with four lanes, it incorporates designated bike lanes and sidewalks, promoting safe cycling and pedestrian activities.
- **Pedestrian and Cycling Infrastructure:** The site's design enhances walkability and cyclist access. It directly interfaces with the Riverfront Trail, which provides a seamless connection for pedestrians

and cyclists between University and Downtown Windsor. This promotes active transportation and integrates with the broader city network, making the site highly accessible and user-friendly.

Overall, the site's transportation context is characterized by its strong connectivity through public transit routes, major roadways, and pedestrian and cycling infrastructure, all of which contribute to its accessibility and convenience.

2.5 Immediate Site Context



NORTH: Riverside Drive West, Riverfront Trail, Caron Avenue Pumping Station Park, and the Detroit River are located directly adjacent to Site.



EAST: A vacant communications/radio building and City-owned parking lot abuts the Site to the east (111/115 Caron Avenue); a 16-storey rental apartment building is located at the south east corner of Riverside Drive West and Caron Avenue (Dieppe Tower, 120 Caron Avenue); A mix of 2-3 storey walk-up apartment buildings, multi-family dwellings, offices located east of the Site (within the City Centre boundary); Vacant lots and Waterpark Place condominiums (515 Riverside Drive West) are located further east.



SOUTH: 1.5 storey residential uses directly abutting the Site to the south along Salter Avenue; privately-owned parking lots; Commercial uses along University Avenue West (convenience store, gas station, offices); CP Windsor Railyard located + 900 m to the south.



WEST: Two 3.5 storey retirement residences on west side of Crawford Avenue (Devonshire Retirement Residences, 901 Riverside Drive West); 2-4 storey walk-up apartment buildings and low-rise residential dwellings along Crawford Street and further west; 11-storey Windsor Essex Community Housing Corporation rental building (120 Oak Avenue) is located west along Riverside Drive West with a 16-storey condominium tower located further west along Riverside Drive West with 1-2 storey residential dwellings between (1225 Riverside Drive West - Portofino Condos).

3. DESIGN POLICY AND GUIDELINE FRAMEWORK

3.1 City of Windsor Official Plan (“OP”)

The Site currently has three 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) ;
- 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) ;
- 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 .

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” ; 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”

3.2 City of Zoning By-law 8600

The western portion of the Site is currently zoned Office (CD1.4) with the eastern decommissioned CP railway portion zoned General Commercial, Combined Use Building (CD3.6).

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

The existing Commercial District 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).

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.

3.3 City of Windsor Official Plan - Urban Design Policies

Section 8 of the OP contains policies related to urban design which are applicable to the Subject Lands and proposed development. Section 6.11.4.3 and 6.5.3.8 the mixed use corridor design guidelines. also contains urban design guidelines specifically for proposed development within the City Centre.

3.4 City of Windsor Intensification Guidelines

The City of Windsor Intensification Guidelines (2022) constitute a set of recommendations intended to guide development to achieve a desired level of prescribed quality for intensification. The primary objective of these guidelines is to provide direction for the design of future developments in Intensification Areas within the City of Windsor. These guidelines aim to guide and shape new development, ensuring it respects the unique character of Windsor's neighbourhoods. The overall goal is to facilitate the enhancement and intensification of existing communities in accordance with the principles outlined in the Official Plan, fostering harmonious and distinctive urban development while meeting the needs of citizens and visitors.

4. PROPOSED DEVELOPMENT

4.1 Development Vision

The vision for the Site is to amalgamate high-quality architecture with distinctive open spaces, creating a Site that stands prominently on the Windsor skyline, visible from Downtown Detroit. It aspires to be a genuine mixed-use addition to the neighbourhood, offering a variety of mid and high-rise housing options.

The core design objectives for the Site reflect the general intent of the City's Official Plan Urban Design Policies, and Windsor's Intensification Guidelines. These objectives which form the basis of the Site's Master Plan, are as follows:

- Contributing to the City's skyline as an international gateway by introducing well-designed and compatible building masses within the City Centre and along the Detroit River waterfront.
- Facilitating pedestrian access via direct connections to the existing sidewalk network and the integration of new sidewalks and pathways on both sides of the proposed road and throughout the Site.
- Creating a comfortable streetscape condition for pedestrians, cyclists, and vehicles by utilizing soft landscaping and locating parking facilities underground and internalized within the building podium, thereby reducing visual and functional

impacts on the public realm.

- Fostering social interaction and providing opportunities for gathering and recreation on the Site through open space and parkettes.

4.2 Development Overview

Situated within the City Centre along the Detroit River waterfront, the Subject Property is a prominent redevelopment opportunity. The proposal envisions a compact, mixed residential community organized around a fine-grained internal street, connected open spaces, and direct links to the Riverfront Trail.

The development is composed of five residential towers ranging from 17 to 25 storeys, each rising above 3-4 storey podiums, along with a three-storey stacked/back-to-back townhouse block. The masterplan arranges these buildings to promote permeability, street animation, and view preservation:

- Building 1, situated at the northwest corner of Riverside Drive West and Crawford Avenue, addresses both major frontages and the internal street, creating a strong urban gateway.
- Buildings 2A, 2B, and 2C, part of a shared podium along the eastern block interior, present a staggered tower arrangement for improved light access and sky view.

- Building 3, located centrally, fronts the internal road and parkettes, reinforcing mid-block activity.
- The townhouse block, positioned parallel to Riverside Drive West and the internal road, contributes to fine-grain streetscape activation with individual entrances and patios.

While the Site is proposed to be developed exclusively for residential uses, there is an optional opportunity to accommodate a small-format commercial unit at either the Riverside/Crawford corner or along the internal street, should market conditions or future community needs support it.

Key components include:

- 1,602 residential units distributed across five towers (17–25 storeys) plus a three-storey townhouse block with 24 units.
- A potential, small-format commercial space to provide everyday convenience for residents and Riverfront Trail users and to activate key frontages.
- Outdoor amenity space along Riverside Drive West, two parkettes east of Building 3, and approximately 12 metres wide naturalized north-south corridor along the Site’s eastern edge, together forming a connected network of green spaces and pedestrian routes to the Riverfront Trail.
- Vehicular access from Salter Avenue and Crawford Avenue via a private 8.5 metres wide internal road. Lay-bys adjacent to the apartment buildings

support move-in/move-out and short-term drop-offs. Sidewalks are provided on both sides of the internal road, with additional pathways linking building entrances to public sidewalks and parkettes.

- Three levels of underground parking beneath the Site and two levels of above-grade parking within the podium of Building 2, providing a total of 1,725 spaces. Parking is accessible from Buildings 1, 2, and 3; no surface parking is proposed.
- Soft landscaping frames building frontages and at-grade amenity areas along Riverside Drive West and within the two parkettes. Together with the internal walkways, these spaces enhance livability and reinforce safe, convenient pedestrian and cycling connections to the waterfront trail system.

Overall, the proposed development organizes height, access, and open space to create a cohesive urban block structure facing Riverside Drive West, while delivering generous on-site amenities, continuous sidewalks, and improved multimodal connections along the riverfront.



Fig.4: View from Riverside Drive West - Looking Southwest, prepared by Turner Fleischer

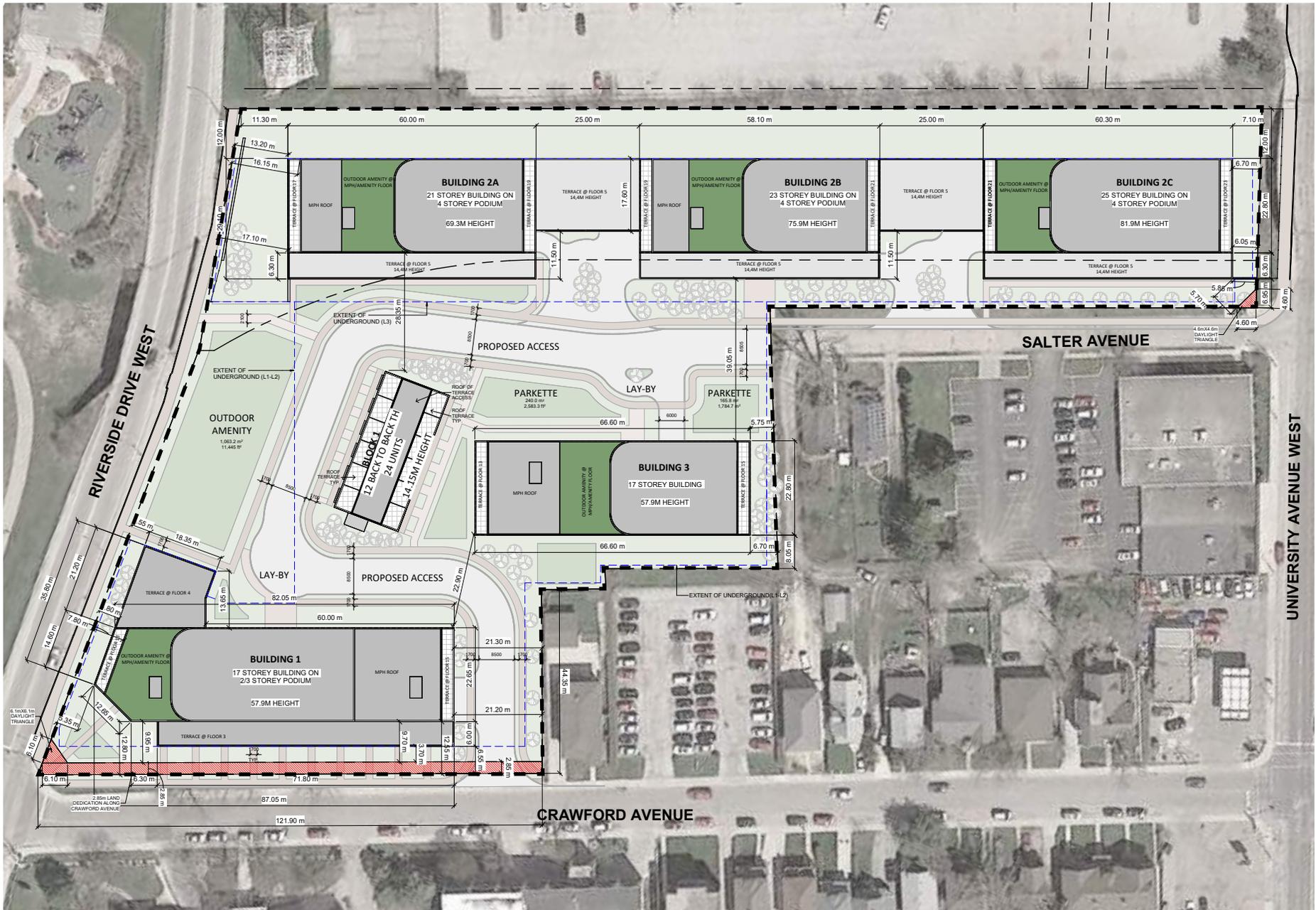


Fig.5: Site Plan, prepared by Turner Fleischer

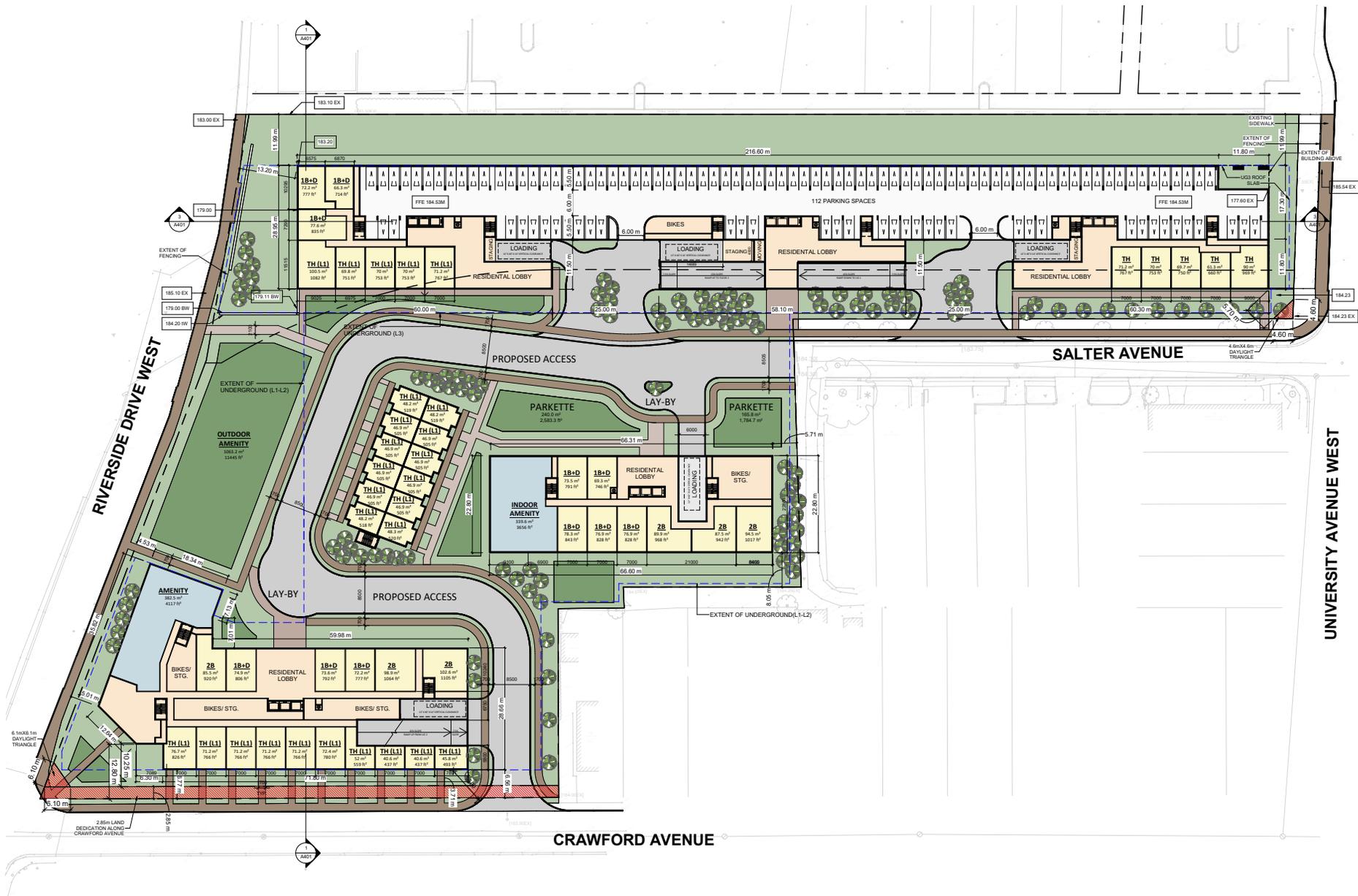


Fig.6: Ground Floor Plan, prepared by Turner Fleischer

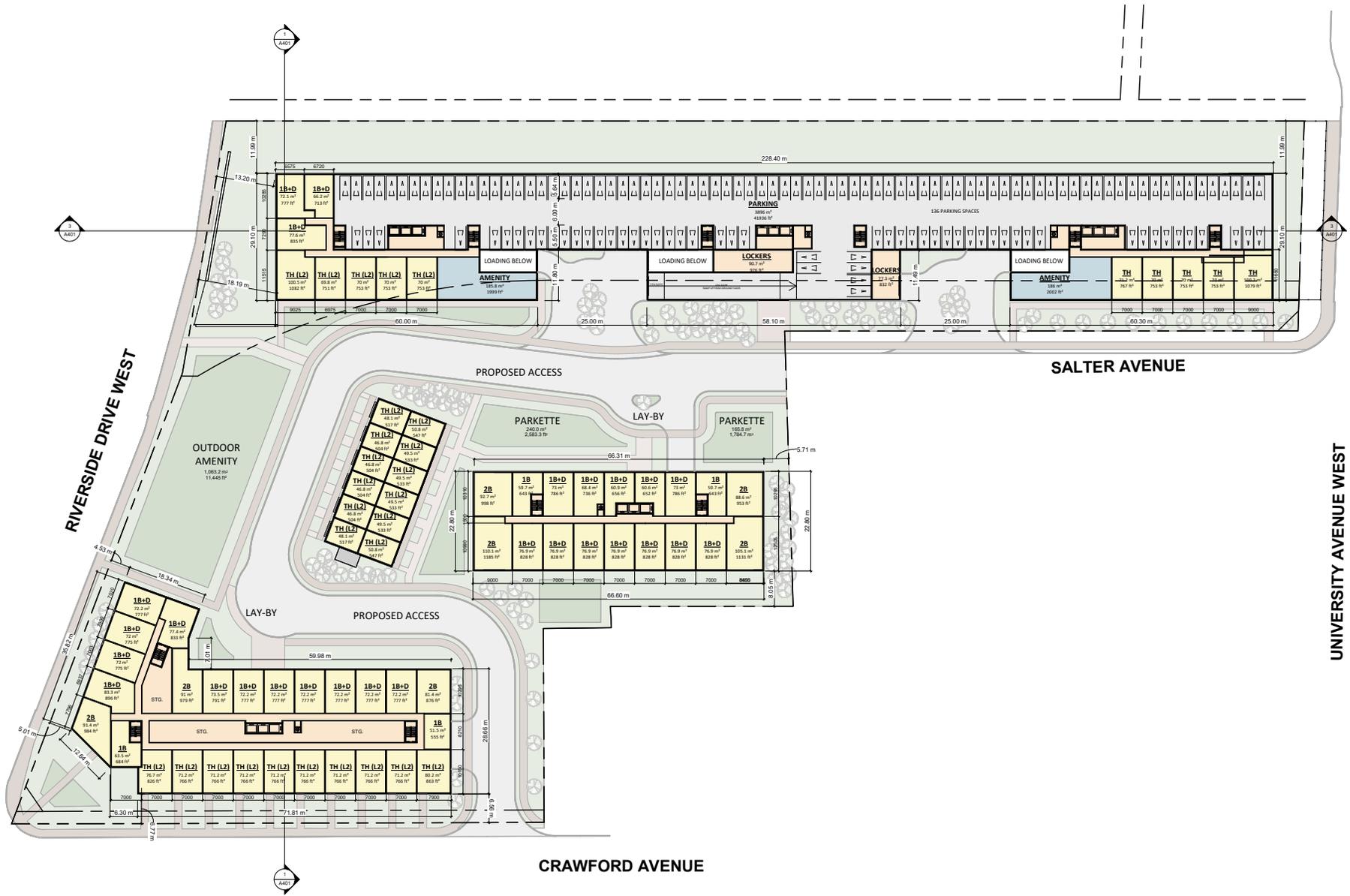


Fig.7: Level 2 Floor Plan, prepared by Turner Fleischer

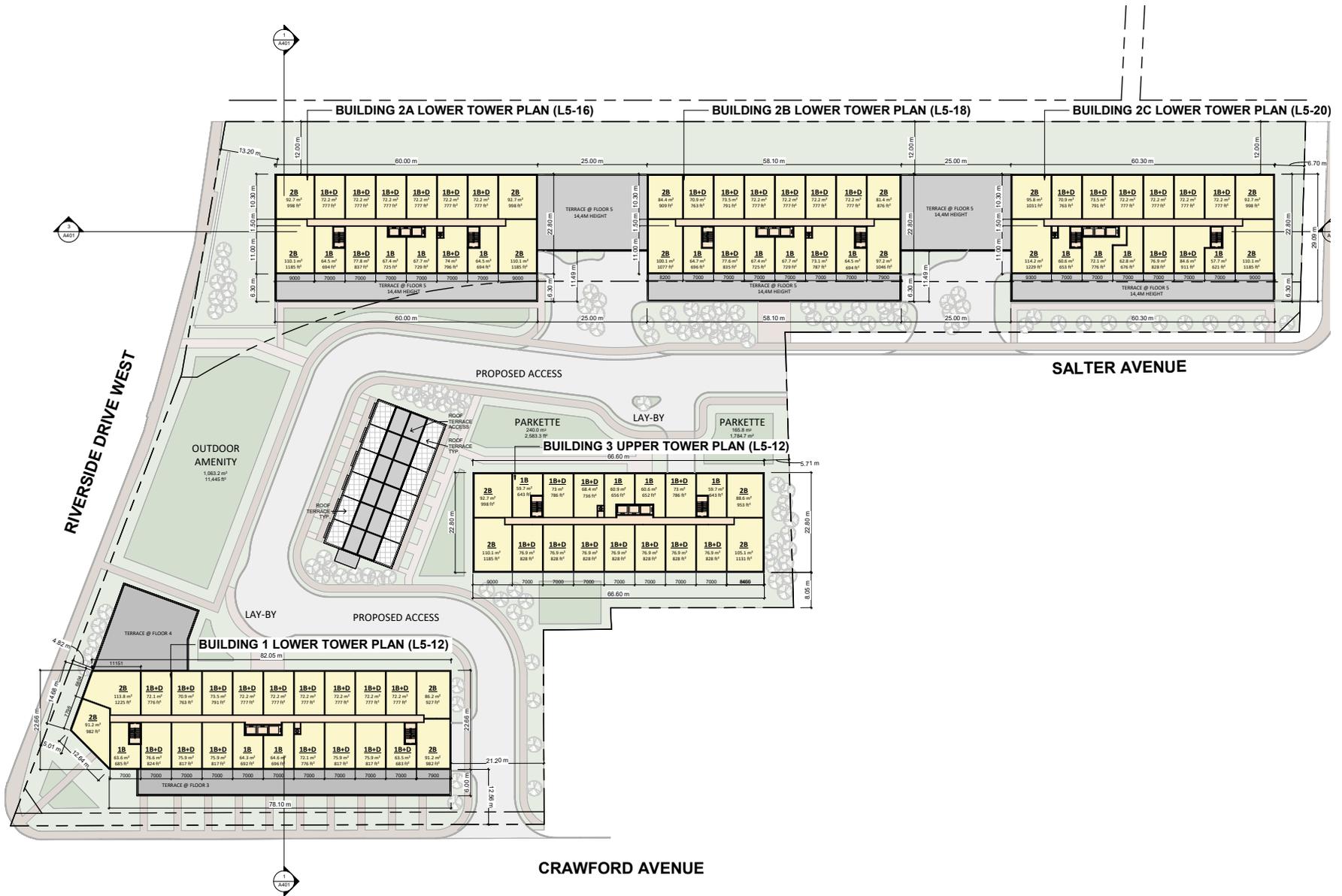


Fig.9: Levels 4 Floor Plan, prepared by Turner Fleischer

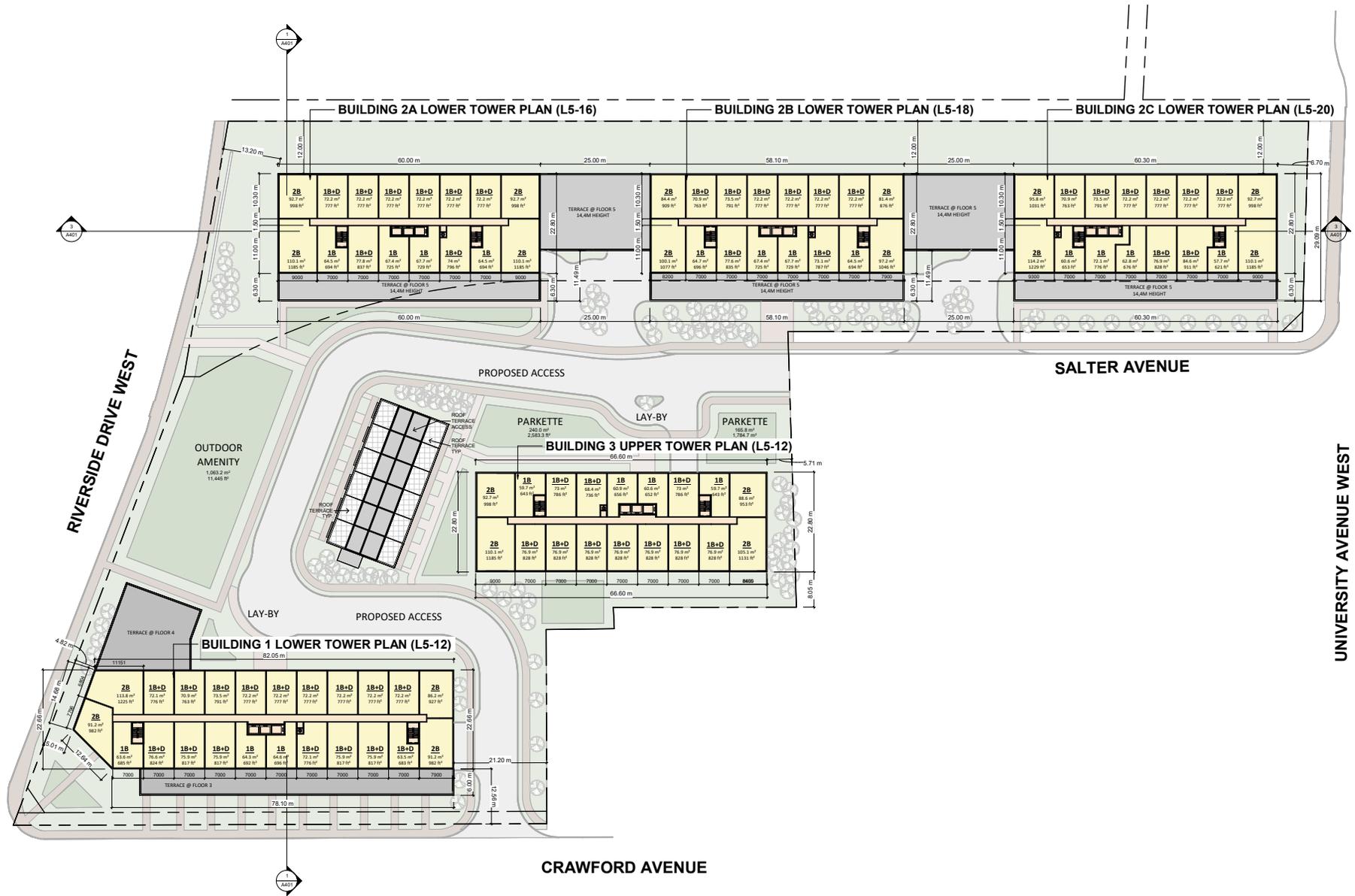


Fig.10: Typical Lower Tower Floor Plans, prepared by Turner Fleischer

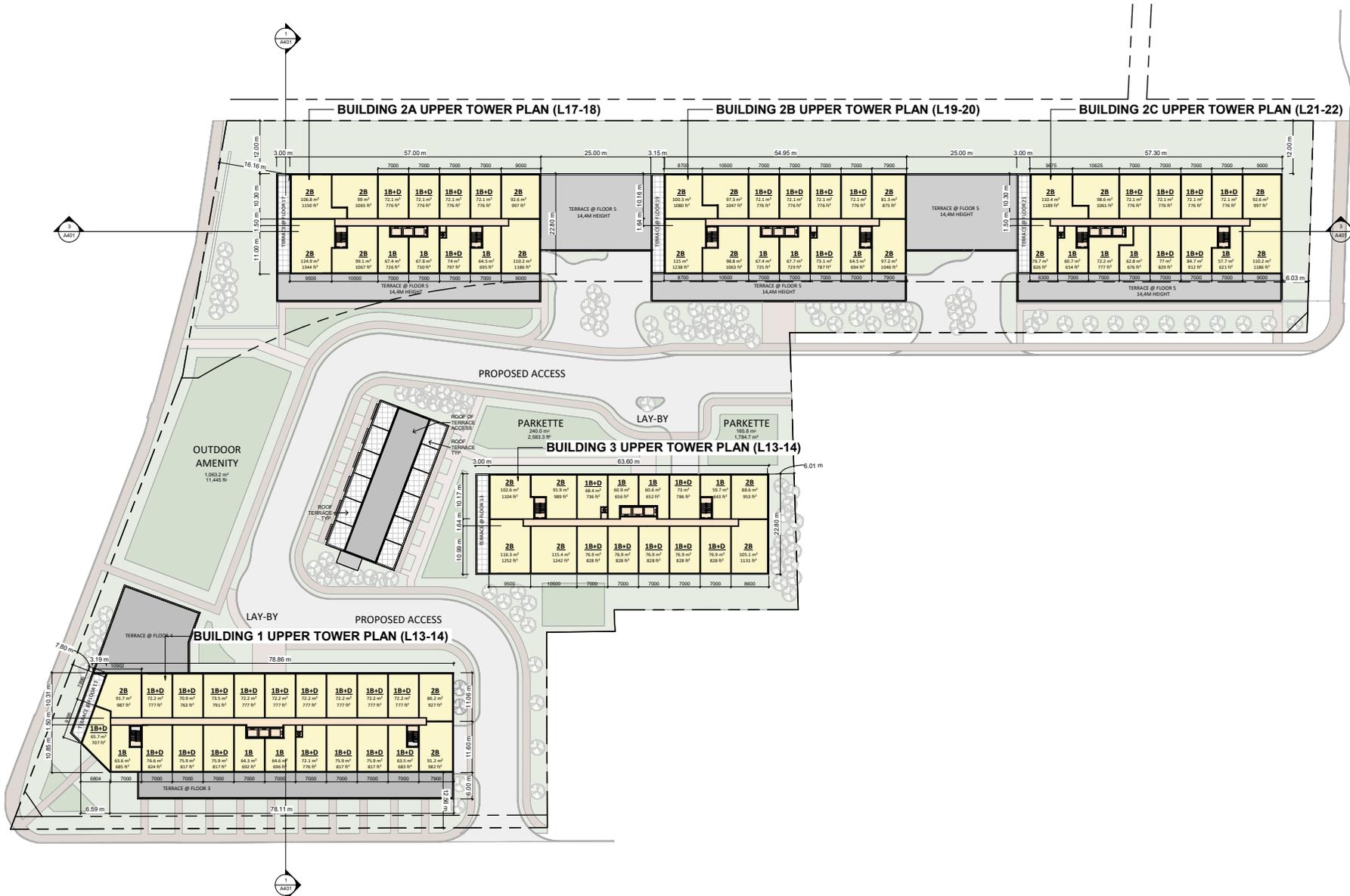


Fig.11: Typical Upper Tower Floor Plans, prepared by Turner Fleischer

4.3 Building Placement and Orientation

The proposed development takes into consideration the surrounding context, framing Crawford Avenue and Riverside Drive West at a scale that matches the street right-of-way and creates a comfortable, pedestrian-oriented public realm. Buildings line the public edges with active front doors, lobbies, and townhouse entries, and Building 1 acts as a gateway at Riverside/Crawford. A north-south internal street links Crawford and Salter with two-sided sidewalks, lay-bys, and clear, universally accessible routes; mid-block parkettes and walkways provide additional permeability and focal points for wayfinding while preserving view corridors to the river. The buildings are strategically set back from each street to allow generous landscaping and to distinguish walkways from driveways with planted edges, enhancing safety and legibility.

For specific setbacks (see Fig. 4):

- Building 1 is positioned 4.55 metres from Riverside Drive West and 6.55 metres (3.70 metres after road widening) from Crawford Avenue.
- Building 2 is situated 13.20 metres from Riverside Drive West, 6.95 metres from the property line abutting Salter Avenue and 6.05 metres from the south abutting University Avenue West;
- Building 3 is oriented to face the proposed internal road, and
- The proposed townhouse block is oriented parallel to the internal road to face the open landscape area abutting Riverside Drive West frontage.

Concerning setbacks from the Site's perimeter adjoining adjacent land uses:

- Building 1 is setback 21.2 metres from the southern property line abutting the commercial property.
- Building 2 is setback 12 metres from the eastern property line abutting a vacant communications/radio building and City-owned parking lot. Within the 12-metre setback from the eastern property line includes the naturalized corridor to conserve, retain and incorporate the natural features and ecosystem functions by maintaining the habitat for the wildlife that exists there today.
- Building 3 is setback 8.05 metres from the western property line abutting a parking lot and 5.75 metres from the southern property line abutting the backyard of the residential property.

Buildings are oriented north-south so their shorter façades face Riverside Drive West and the river, minimizing apparent width while maintaining daylight and sky-view between towers; podiums and landscaped forecourts create a pedestrian-scaled sense of enclosure along streets and the internal spine.

The site configuration delivers abundant outdoor amenity, particularly along Riverside Drive West and provides mid-block connections on a large block, improving wayfinding and everyday access to the waterfront.

The orientation, setbacks, internal street, visible/accessible entrances, and green corridor meet the placement and orientation guidelines by activating

street edges, reinforcing gateway corners, ensuring safe, clear circulation for all modes, and providing a graduated, context-sensitive transition to adjacent residential areas on Crawford Avenue, Riverside Drive West, and Salter Avenue.

4.4 Building Podium Designs

The building base or “podium” anchors the towers and defines the pedestrian experience on all sides of the Site. Podium heights of 2, 3, and 4 storeys are used to frame Crawford Avenue, Riverside Drive West, Salter Avenue, and University Avenue West, creating a positive relationship to the public streets and to the eastern, western, and southern flanks. Where a clear streetwall exists, podium height is set to reinforce the established streetwall and pedestrian scale; where no precedent exists (principally along the internal street), the podium is a minimum of 3 storeys to properly frame the public realm. Podium glazing respects guideline separations: 11 m to adjacent properties where windows face lot lines, 5.5 m where no adjacent building exists, and zero side-yard where a continuous streetwall is desirable, with recesses and articulation to maintain relief.

The podium design mixes horizontal and vertical elements to reinforce human scale. Varied exterior brick cladding (dark grey, white, and red) is deployed in smaller segments to articulate the base and add fine-grain rhythm. Tower setbacks above the podium clearly differentiate base and tower and create usable outdoor terraces; on buildings taller than eight storeys, additional upper-level setbacks further temper massing, improve sky-view, and enhance

wind/sun conditions at grade.

For Building 1, the 3-storey podium is proposed along Riverside Drive West with a chamfered corner at the intersection of Riverside Drive West and Crawford Avenue. A 2-storey podium is proposed along Crawford Avenue to reflect the townhouse interface. The townhouse units feature individual landscaped patios and walkways directly connecting to the sidewalk and inset balconies on the second floor. The roof of the second floor is used as a terrace for the units above, encouraging social interaction and street engagement.

For Building 2, the shared building base acts as a connector between towers, employing a mix of horizontal and vertical elements to break up mass. Although long, the podium is oriented to the interior of the Site, with shorter façades facing public streets to reduce perceived length at grade. Its visual distinction is achieved through:

- (i) variation in the streetwall and building articulations (notched setbacks, projecting bays in varied cladding, prominent entrances for each tower, and pedestrian passages),
- (ii) large window openings and inset balconies at regular intervals, and
- (iii) three distinct tower masses rather than a single large mass. West and south podium edges provide a proportionate transition to adjacent uses, with setbacks for trees and planting creating a soft landscape edge.

The podium's taller ground floor height and the arrangement of internal uses (fitness rooms, multi-purpose rooms, administrative offices, concierge, lounge areas and residential units) foster transparency and day-long animation. Residential units within the podium include balconies overlooking the street and interior open spaces.



Fig.13: View of the Townhouse Block, prepared by Turner Fleischer

4.5 Building Tower Designs

Tower 1 is set back 9.7 m from Crawford Avenue, facing the podium edge, and steps back 6 m from the podium to strengthen base-tower legibility and create usable terrace space. Towers 2A-2C are set back 6.30 m from the shared podium of Building 2, with additional setbacks on upper levels where appropriate (i.e., for towers over eight storeys). Tower 3 rises to 17 storeys and introduces setbacks at Level 13 (north) and Level 15 (south) to moderate perceived mass and improve sunlight access at grade. Between High Profile towers, an approximate 25 m separation is maintained to maximize privacy and sky views and

to minimize cumulative shadow effects; balconies are kept outside this separation zone.

Heights establish a clear hierarchy across the Site—17, 21, 23, and 25 storeys—placing taller elements where impacts are lowest and stepping down toward sensitive edges. All towers share a cohesive architectural language along the Windsor skyline and Detroit River waterfront: façade articulation with rhythmic modularity, regularly spaced window openings, and projected balconies on elevations outside the inter-tower separation band. The tops of towers are distinguished by material variation, recessed or continuous glazed elements, lighting



Fig.14: View from Caron Avenue - Looking West, prepared by Turner Fleischer

opportunities, and localized setbacks to create a clear crown and an interesting skyline; mechanical penthouses are set back and screened to reduce visibility from the public realm. Outdoor amenity is integrated at upper podiums and tower roofs (where feasible) in the form of terraces and patios with river-oriented outlooks, supporting high-quality resident amenity while reinforcing the podium-tower-top composition intended by the guidelines.

4.6 Transition to Adjacent Uses and Built Form

The proposed development has been intentionally designed to respond sensitively to its surrounding context, ensuring an appropriate transition in height, scale, and massing across all edges of the Site. The broader area includes established high-rise buildings to the east and west, most notably the Portofino Condominiums at 1225 Riverside Drive West and Dieppe Tower at 120 Caron Avenue, each rising to 16 storeys. The proposed buildings reinforce and enhance this existing tower pattern along the riverfront by introducing comparable or modestly taller built forms while maintaining appropriate tower separations, view corridors, and landscaped setbacks, supporting a cohesive and visually unified skyline along Riverside Drive West and strengthen Windsor's riverfront identity as experienced from both the Canadian and U.S. sides of the Detroit River.

Transition at Building 2

- **Eastern Edge – Carson Avenue Parking Lot (Commercial Use)**

Building 2, which contains the tallest towers on the Site (21–25 storeys), is purposefully located adjacent to the large Carson Avenue Parking Lot at 120 Caron Avenue. This parcel is zoned commercial and functions as a non-sensitive surface parking use, making it the most suitable location for concentrating height within the development. Positioning the tallest buildings along this interface reinforces a logical height peak internally, remains compatible with surrounding conditions, and supports the evolving high-rise form along Riverside Drive West.

The 12-metre setback from the eastern property line, combined with the naturalized corridor, provides additional buffering, reduces perceived mass, enhances ecological function, and strengthens the interface between the development and adjacent urban lands.

- **West of Salter Avenue Interface**

Moving west toward Salter Avenue, the context shifts toward lower-scale residential and mixed-use buildings, including two two-storey dwellings, a small rear parking lot, and the commercial corridor along University Avenue West. The proposal responds appropriately to this change in character.

The towers within Building 2 maintain approximately a 13-metre setback from the property line abutting Salter Avenue. This generous

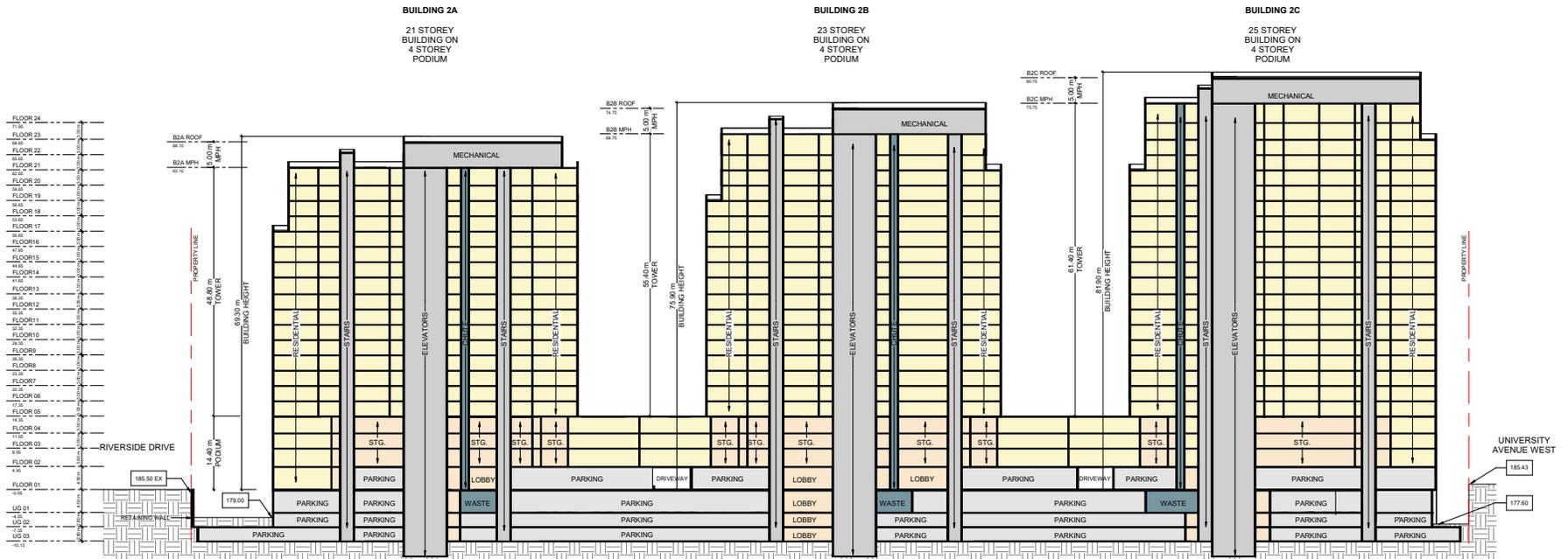
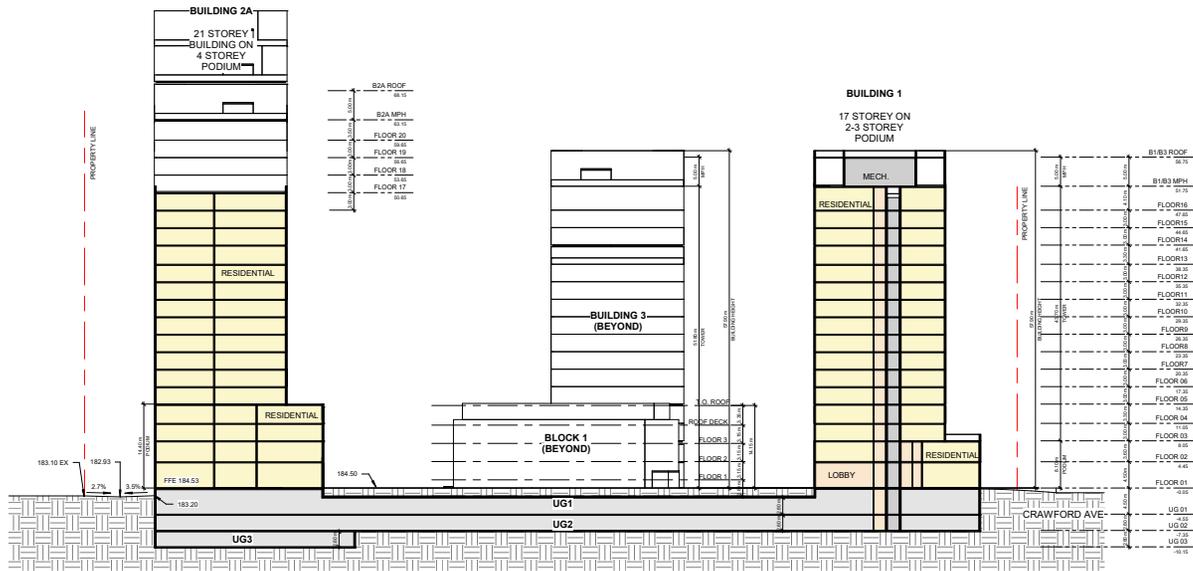


Fig. 15: Building Cross-sections, prepared by Turner Fleischer

separation distance, paired with a 6-metre tower stepback above the podium, mitigates overlook, reduces the apparent height from the street, and reinforces a comfortable pedestrian scale along Salter Avenue.

This tiered massing condition introduces an intentional transition from the taller internal portions of the Site to the lower-scale neighbourhood to the south. The shadow study further demonstrates that properties along Salter Avenue experience no prolonged or unacceptable shadowing, with sunlight access retained across all key test dates.

Transition at Building 3 - Interface with 235 Salter Avenue

Building 3 has been strategically placed and massed to reduce its visual and physical presence along the interface with the residential property at 235 Salter Avenue. Its shorter façade faces this property, minimizing perceived width and visual massing.

The parkette situated directly in front of Building 3 aligns with existing low-rise residential frontage along Salter Avenue, establishing a landscaped open space buffer that improves separation, increases access to daylight, and limits opportunities for overlook. Shadow analysis confirms that 235 Salter Avenue does not experience prolonged or continuous shadowing; shadows move quickly throughout the day, and the dwelling maintains ample sunlight on all seasonal test dates.

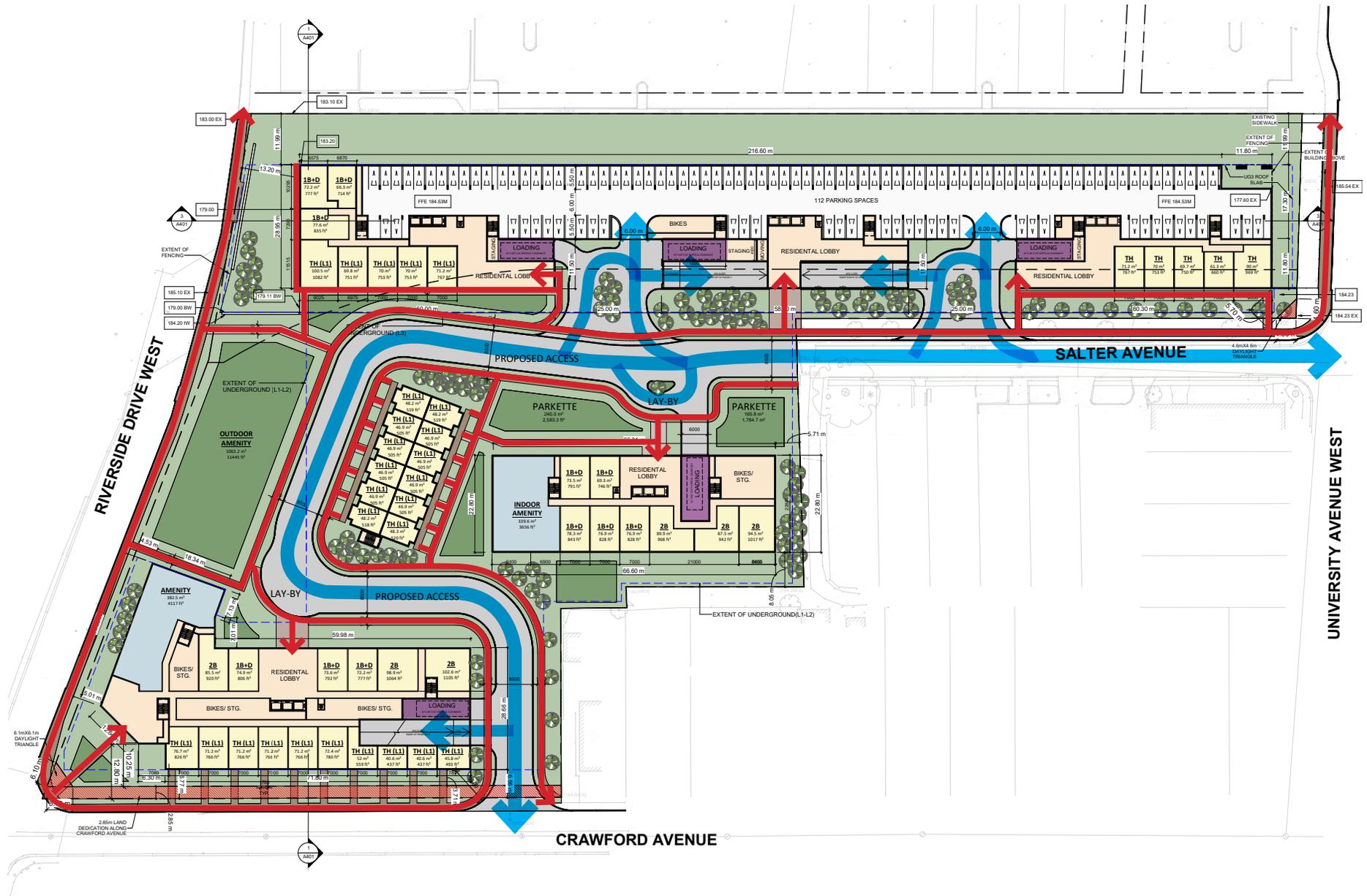


Fig.16: Vehicular and Pedestrian Circulations shown throughout the Site

Transition at Building 1 – Interface with 196 Crawford Avenue

Along Crawford Avenue, Building 1 provides a similarly sensitive transition to the two-storey dwelling at 196 Crawford Avenue. The building is set back significantly from this property, with separation provided by a wide internal drive aisle, planted landscape edges, and well-defined pedestrian pathways.

This combination of horizontal separation and landscaped buffering reduces overlook, supports privacy, and ensures a compatible interface with the existing residential character. The shadow analysis confirms that 196 Crawford Avenue does not experience extended or continuous shading; shadows pass quickly during morning, midday, and afternoon periods across all key seasonal dates.

Collectively, the strategic placement of the tallest towers along the least sensitive commercial edge, the introduction of podiums and tower stepbacks, and the incorporation of landscaped buffers ensure that the proposed development achieves a context-responsive built form. This approach delivers appropriate transitions to adjacent residential areas, strengthens the established high-rise pattern along Riverside Drive West, preserves sunlight access, and enhances the quality of the pedestrian realm and visual experience across the surrounding neighbourhood.

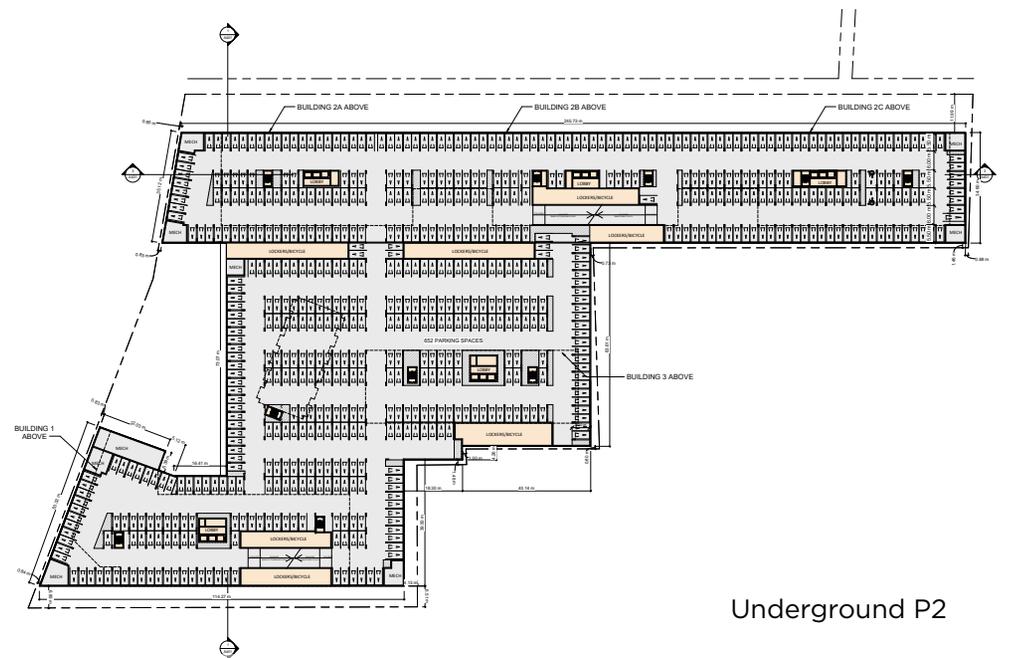
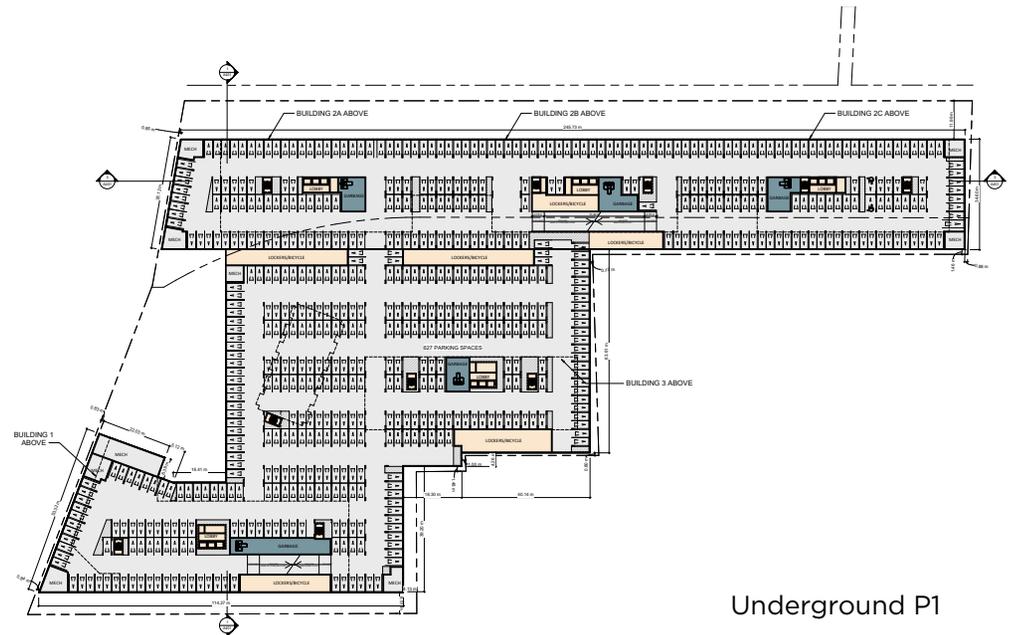
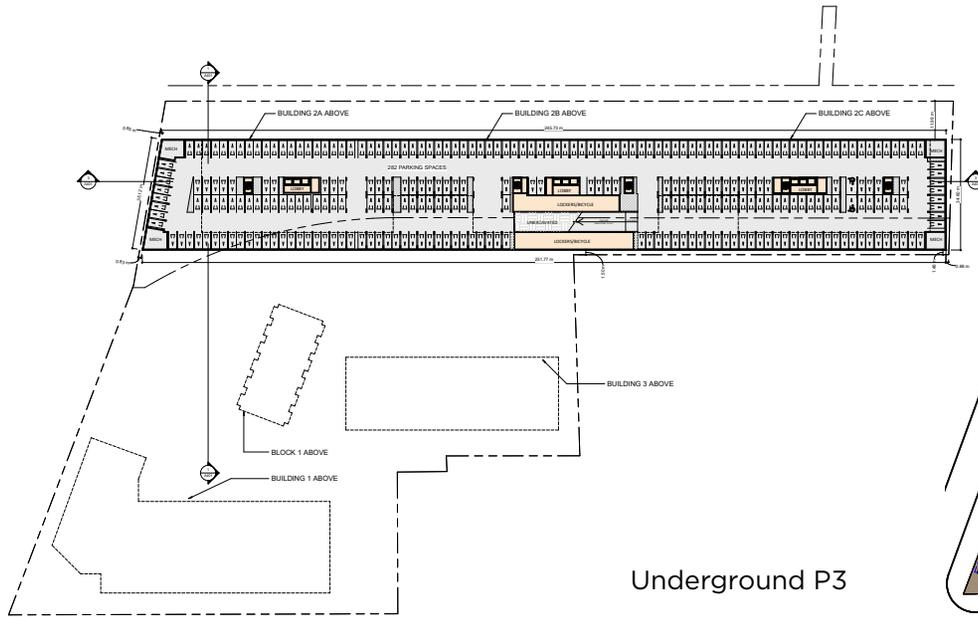
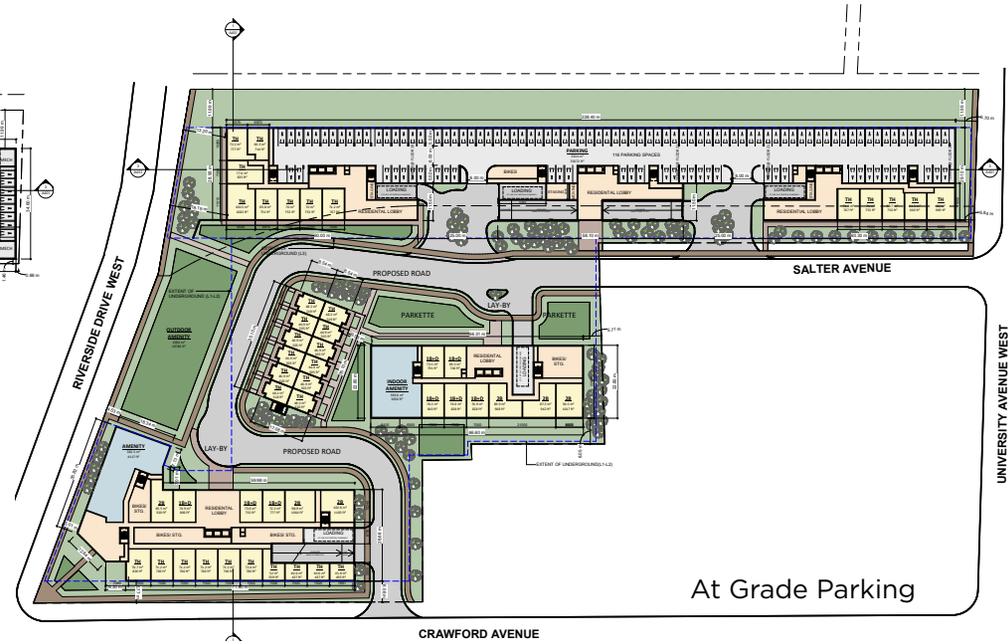


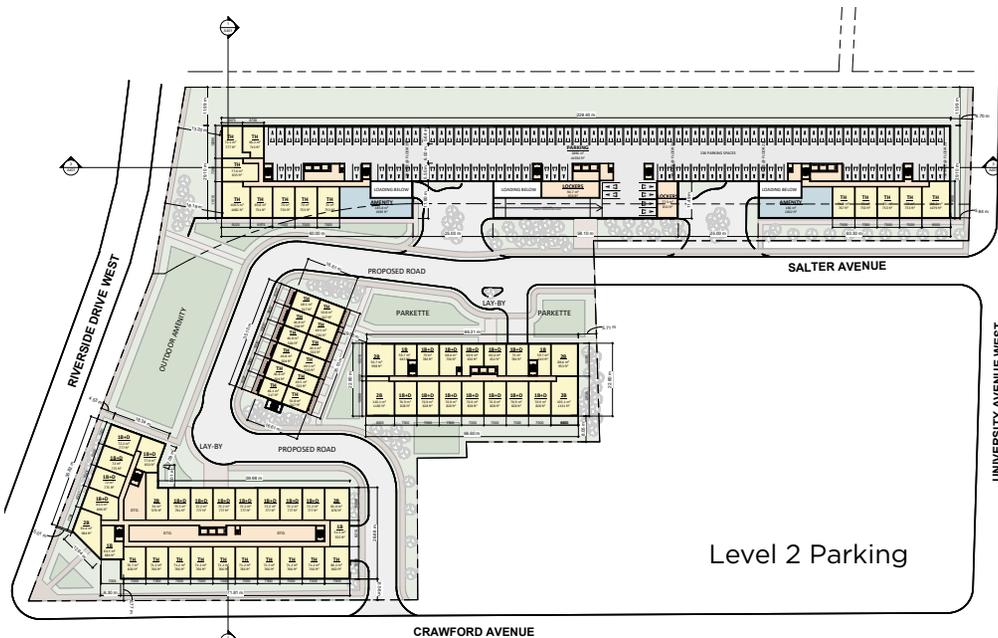
Fig.17: Parking Floor Plans prepared by Turner Fleischer



Underground P3



At Grade Parking



Level 2 Parking

Fig.18: Parking Floor Plans prepared by Turner Fleischer

4.7 Access, Circulation, Parking and Services

Vehicular Access and Circulation

The proposed development will have access points from both Crawford Avenue and Salter Avenue, linking to both below-grade and above-grade podium parking. The proposed internal road will feature an 8.5-metre width drive (paved surface width) with well-defined sidewalks and landscaped areas on both sides. Furthermore, driveway courtyards are proposed along the internal driveway for each building to support pick-up and drop-off activities.

Pedestrian Access and Circulation

Sidewalks and walkways proposed within the Subject Property will directly connect to the public sidewalks on Crawford Avenue, Riverside Drive West, Salter Avenue, and University Avenue West, promoting pedestrian activity and establishing safe and efficient walking links to nearby community amenities, including schools, neighbourhood parks, and the waterfront trail.

For short-term bicycle parking, outdoor racks will be conveniently positioned near each residential entrance, while secure storage rooms within each building will cater to long-term bicycle parking.

Areas designed for frequent pedestrian gathering, such as landscape open spaces and parkettes, ensure full visibility from and to the interior vehicular route. Specific areas with high pedestrian crossings or congregation will be distinguished by alternative paving treatments, incorporating colour and/or

textural changes to provide visual cues for drivers (traffic calming). This approach reinforces the goal of creating a pedestrian-focused environment.

Parking, Loading and Servicing Areas

The proposed development will provide a total of 1,725 parking spaces, all located within three levels of below-grade parking and two levels of integrated podium parking.

All proposed servicing areas have been situated at grade, accessed via driveways internal to each building, providing ample room for trucks of various kinds to maneuver safely away from higher-traffic pedestrian areas. Loading, staging and garbage storage areas are integrated internally within each building, appropriately screened from public view. At no point is access to underground parking or grade-related loading areas provided directly off of Crawford Avenue, Riverside Drive West and University Avenue West. This provides for a primarily uninterrupted pedestrian realm along these main streets. Move-in functions and waste removal will occur at scheduled times in the designated loading area in a controlled manner to allow smooth in and out access of the vehicular movements. Emergency service vehicles are accommodated through the internal driveway.

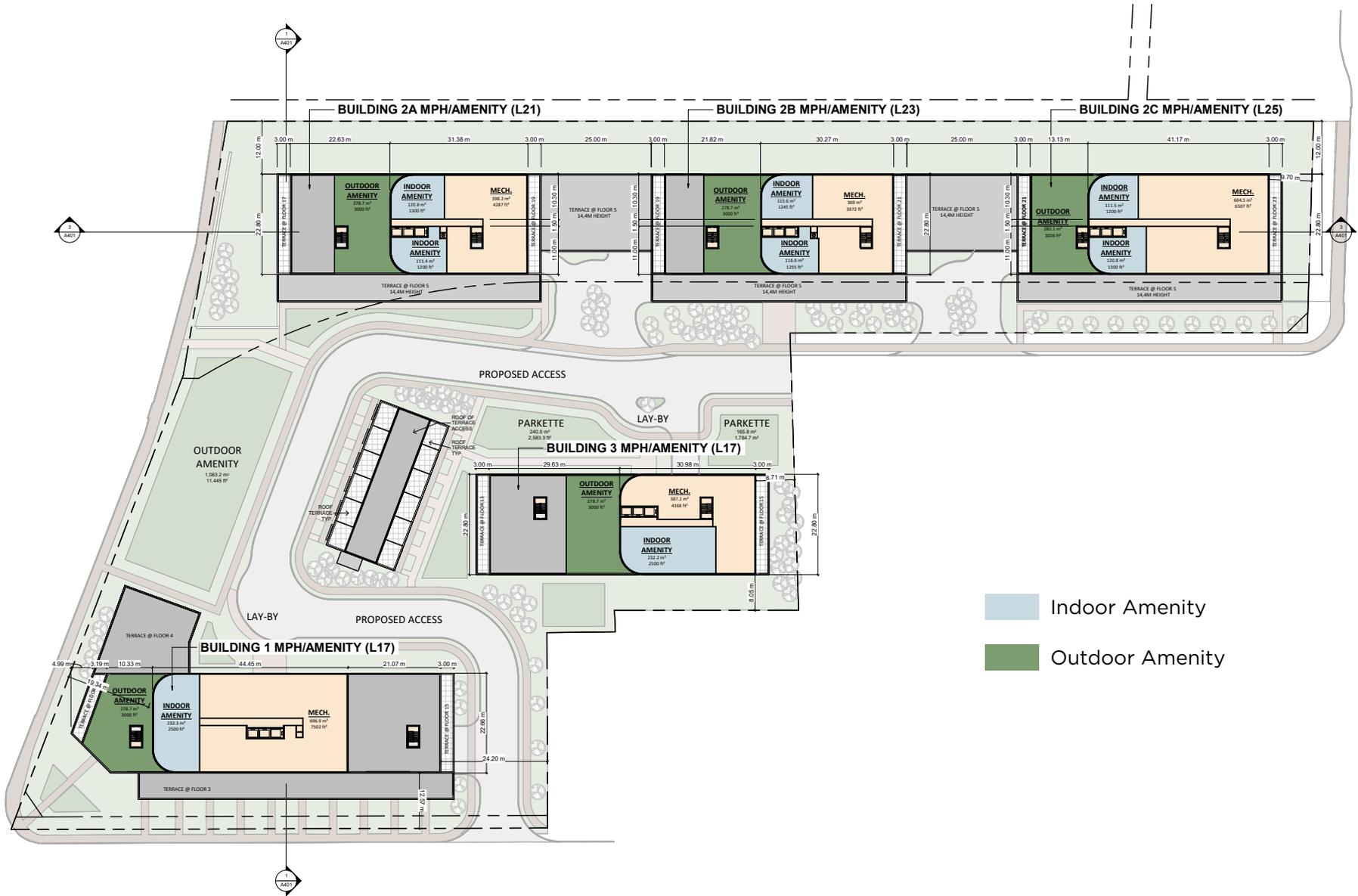


Fig.19: Plan showing indoor and outdoor amenity areas, prepared by Turner Fleischer

4.8 Landscape and Amenity Areas

The public realm will be enhanced through the incorporation of wide, pedestrian-oriented sidewalks, complete with clear pathways, coordinated furnishings, building lighting, street trees, landscaping and bicycle parking (where appropriate). The landscaping elements of the public realm will be chosen from an appropriate palette of materials and plants which will unify the pedestrian environment by creating a consistent character across the Site. Further, the articulated building frontage along Crawford Avenue, Riverside Drive West and along the internal road will contribute to an active and animated public realm within the Site. Building entrances will serve as an extension of the pedestrian environment and will be accessible and visible from the public sidewalks. Building entrances will be marked by canopies and/or overhangs which will also function as pedestrian weather protection elements.

On-site at-grade amenity areas will be a combination of hardscaped and softscaped spaces for resident use, including opportunities for small-scale recreation functional areas and features. Plantings may be in ground where soil depth above the parking permits or alternatively above-grade planted areas and planters. Spaces between the ground floor individual residential unit entrances and terraces facing the streets provide opportunities for small scale landscaping efforts to further enhance the residential streetscape image.

The above-grade landscape design consists of the rooftop communal terraces on the 4th floor of Building 1 and on the 5th floors of Buildings 2A-C.

These terrace designs are expected to be principally composed of a hard surface treatment for durability and ease of maintenance. Soft landscape treatments can be added through raised massed planted beds, including deciduous canopy trees within the beds and standalone, together with movable planters throughout the terrace. Formal and informal sitting and dining areas can be provided, including cooking and warming facilities. Privacy screens can provide a boundary between different functional “rooms” making up the rooftop terrace.

Detailed design will further explore and illustrate these public and public/private spaces. Lighting elements at the time of detailed Site Plan Approval design will address appropriate lighting levels for safety in these higher pedestrian activity areas. Opportunities for incorporating landscaping elements and surface treatment that promotes stormwater infiltration will be explored at detailed design.

4.9 Sustainability

Given that the proposed development is a high density development highly visible along the Windsor skyline, as seen from Downtown Detroit, and within close proximity to three bus routes and is adjacent to the riverfront recreational trail. Multiple pedestrian connections are proposed to the surrounding public sidewalks and road system providing opportunities for active transportation including cycling and walking. The proposed development will promote the quality of the public realm and the connectivity of the pedestrian network within the area while encouraging the use active transportation facilities and public transit.

Considering the proposed development as a high-density project with prominent visibility along the Windsor skyline, especially from Downtown Detroit, and its close proximity to three bus routes and adjacency to the riverfront recreational trail, it is strategically positioned for sustainable urban living. The plan includes multiple pedestrian connections to the surrounding public sidewalks and road system, creating opportunities for active transportation, such as cycling and walking. The development aims to enhance the quality of the public realm and pedestrian network connectivity within the area, promoting the use of active transportation facilities and public transit.

The proposed development achieves harmony between human activities and natural systems. The proposed naturalized corridor along the eastern lot line will allow for safe movement and will maintain the

existing habitats for the native habitat including the Butler's Gartersnake and E. Foxsnake.

At the site design scale, the proposed design incorporates several sustainability contributions. The compact development efficiently utilizes existing infrastructure, amenities, and facilities in the area. The proposed development assist with the reduction of the urban heat island effect throughout the Site by incorporating underground parking, outdoor amenity areas in form of at-grade landscape and amenity areas and active roof terraces and proposing a significant amount of glazing and soft landscaping. The public realm design supports the urban tree canopy, and permeable paving assists in stormwater management.

Although detailed plans for the building exterior and interior are not currently available, conceptual plans suggest several sustainability benefits in the preliminary exterior design. These include an efficient window-to-wall ratio throughout the tower and the incorporation of internal garbage areas for waste collection and sorting. Innovative waste management systems will encourage residents to collect and recycle waste. Sustainable construction and building operation considerations, including energy-efficient building envelopes, cladding materials, window design and controls, and roof design, will be explored during more detailed design phases.

4.10 Shadow Impact Analysis

A shadow study prepared by Turner Fleischer Architects in Appendix A illustrates net new shadow from the proposed development at key times on three seasonal dates including June 21, September 21, and December 21, shown at approximately two-hour intervals with additional midday frames.

Equinox (March 21st / September 21st):

At mid-day and through the afternoon, new shadow is directed primarily across Riverside Drive West toward the riverfront open spaces north of the site, with minimal reach into the low-rise neighbourhood south of Salter Ave. As the afternoon progresses, the shadow path tracks along the Riverside frontage between Crawford and Caron, consistent with higher summer sun angles and shorter shadow lengths.

On-site open space: The internal parkettes and outdoor amenity areas maintain multiple continuous hours of direct sunlight concentrated between late morning and mid-afternoon.

Public realm: The Riverfront Trail and adjacent parks receive intermittent, time-limited shade during parts of the afternoon; exposure shifts quickly with sun movement.

Summer Solstice (June 21st):

Lower sun angles extend shadow length relative to June. New shadow reaches across Riverside Drive West and portions of the riverfront open spaces, then shifts eastward along Riverside/Caron later in the afternoon. South-side low-rise areas remain largely

outside the mid-day shadow path.

On-site open space: The internal parkettes retain several hours of direct sun centred on mid-day before late-day shadow advances.

Public realm: Shorter, rolling afternoon shade occurs on the Riverfront Trail and the Legacy-Gateway-Vision Corridor park segments; impacts move over time rather than remaining on any single location.

Winter Solstice (December 21st):

As expected, December produces the longest shadows. New shadow is cast across Riverside Drive West and deeper over the riverfront parks/trail for a larger portion of the day, with late-afternoon reach confirmed by the 15:31 time point. Even in winter, mid-day shadow projects north toward the river, so Salter Ave to the south sees limited mid-day effect.

On-site open space: Due to the low sun angle, the internal parkettes and outdoor amenity areas have a shorter mid-day sun window than in summer or at the equinox.

Conclusion:

The shadow effects of the proposed development are reasonable and in keeping with the general criteria. While December 21 naturally provides less than four hours of direct sunlight on outdoor spaces, this is mitigated by:

1. seasonally limited outdoor use in December,
2. existing built fabric that already casts appreciable winter shadow on many yards and amenity areas,

and

3. the public sidewalks would experience winter shading even under an as-of-right podium condition.

Overall, the analysis indicates appropriate sunlight access to on-site open spaces and no unacceptable, prolonged overshadowing of surrounding residential properties, with seasonal public-realm effects focused on the riverfront edge.

5. RESPONSE TO POLICY FRAMEWORK

Section 8 of the OP contains policies related to urban design which are applicable to the Subject Lands and proposed development. Section 6.11.4.3 also contains urban design guidelines specifically for proposed development within the City Centre. The Subject Applications and proposed development are in keeping with Council's urban design goals by:

8.0 Preamble – Overall Alignment

The proposed redevelopment of 825 Riverside Drive West aligns with Council's commitment to high-quality urban design by transforming an underutilized riverfront site into a compact, transit-supportive, and pedestrian-oriented mixed residential community. The master plan integrates placemaking, sustainability, and built form principles through podium-and-tower massing, a fine-grained internal street, generous landscaped setbacks, and a naturalized corridor, collectively enhancing the enjoyment, image, and livability of Windsor's waterfront and City Centre fringe.

8.1 Goals

8.1.1 Image – A memorable image of Windsor as an attractive and livable city

The development reinforces Windsor's image along the riverfront skyline by introducing a cohesive family of towers and podiums that present a contemporary, well-proportioned profile toward the Detroit River, while providing generous on-site amenity,

landscaping, and active at-grade frontages that contribute to a livable, high-amenity environment.

8.1.2 Human Scale – Human scale development throughout Windsor

Human scale is achieved through 2–4 storey podiums, townhouse frontages, articulated façades, and landscaped forecourts along Riverside Drive West, Crawford Avenue, Salter Avenue, and the internal street. Stepbacks above podium levels ensure tall elements recede visually, with ground-related units, doors, and windows defining the pedestrian realm.

8.1.3 Pedestrian – Pedestrian access to all developments

Continuous sidewalks on both sides of the internal road, direct walkways from building entrances to the surrounding public streets, and connections to the Riverfront Trail ensure clear, barrier-free pedestrian access throughout the Site and to nearby parks, transit stops, and neighbourhood amenities.

8.1.4 Balance – Balance between human activities and natural systems

The naturalized corridor along the eastern property line conserves existing habitat and ecological function, while extensive soft landscaping, tree planting, and at-grade amenity spaces are integrated with a high-density built form. This approach balances intensification with retention and enhancement of natural systems.

8.1.5 Comfort – Comfortable conditions along roads and in public spaces

Appropriate podium heights, tower stepbacks, widened sidewalks, and landscaped buffers promote comfortable conditions along Riverside Drive West, Crawford Avenue, Salter Avenue, and internal walkways. The shadow analysis confirms that surrounding residential properties maintain acceptable sunlight access, with seasonal shadow effects primarily directed toward the riverfront open spaces.

8.1.6 High Standards of Design – A high standard of design throughout Windsor

The proposal demonstrates a high standard of architectural and site design through a clear base-tower-top expression, varied but coordinated materials, articulated podiums, internalized parking, and a well-structured open space network, consistent with the City’s expectations for prominent waterfront intensification sites.

8.1.7 Attractive Public Spaces – An attractive network of public spaces

A system of outdoor amenity areas along Riverside Drive West, two mid-block parkettes, rooftop terraces, and the naturalized corridor form a connected network of attractive spaces that complement the municipal riverfront park system and provide multiple opportunities for informal gathering, rest, and recreation.

8.1.8 Views & Vistas – Views and vistas of significant built and natural features

Building placement and north-south orientation respect and frame views toward the Detroit River, Detroit skyline, and Windsor’s skyline. Tower separation, setbacks, and mid-block open spaces help maintain and enhance view corridors along Riverside Drive West and toward the riverfront, consistent with Council’s view protection objectives.

8.1.9 Art – Art in public spaces

Public art installations are not specifically contemplated as part of this development application.

8.1.10 Streetscape – A functional and attractive streetscape

The development reinforces a functional and attractive streetscape by framing public streets with built form at a pedestrian scale, internalizing parking and servicing, providing continuous sidewalks and landscaping, and ensuring doors, lobbies, and townhouse entries animate the edges of Riverside Drive West, Crawford Avenue, and the internal private street.

8.1.11 Safety – Public safety throughout Windsor

Safety is addressed through active frontages, clear sightlines, well-defined pedestrian routes, internalized servicing, and the orientation of windows and amenity spaces toward streets and open spaces, enhancing natural surveillance and reducing the potential for isolated or ambiguous areas.

8.1.12 Design Excellence - Excellence in exterior building design, site design and rights-of-way

The proposed podium-and-tower architecture, integrated internal road, parkettes, and naturalized corridor exemplify design excellence in the treatment of buildings, site organization, and the interface with public rights-of-way along a prominent waterfront corridor.

8.1.13 Resources and Energy - Efficient use of resources and energy integrated with built form

A compact, high-density form in proximity to transit routes and the Riverfront Trail supports transit use and active transportation, reduces reliance on surface parking, and optimizes existing infrastructure. The preliminary design contemplates efficient glazing strategies, internal garbage rooms, and opportunities for energy-efficient envelopes and systems to be refined at later stages.

8.1.14 Design for All Ages and Abilities - Integrated design for persons of all ages and abilities

Universal access is supported through grade-related and barrier-free building entrances, continuous sidewalks and pathways, and connections to transit and the waterfront trail. A diversity of unit types and amenity areas is anticipated to accommodate residents and visitors of various ages and abilities.

8.2 The Image of Windsor

8.2.1 Objectives - Identify key features and enhance image

The proposal recognizes and reinforces Windsor's image as an international gateway and riverfront city by carefully siting and massing buildings to respect and frame views of the Detroit River and skyline, while transforming a former rail and institutional site into a contemporary, livable residential community.

8.2.2.1 Image of Windsor (a-c)

(a) International gateway / Ambassador Bridge / Detroit skyline / waterfront: The towers and podiums are oriented and spaced to preserve and emphasize views toward the Detroit River and skyline, contributing to the gateway image when viewed from both sides of the river.

(b) Regional centre / vibrant City Centre: The development intensifies a City Centre fringe site with a high-density residential community, reinforcing the role of the central area as a regional focus for housing and activity.

(c)(i) Interconnected landscapes - Ganatchio Trail, waterfront parks, Riverside Drive, bikeways: Direct connections to the Riverfront Trail and improved sidewalks along Riverside Drive West enhance the continuity of Windsor's riverfront open space and active transportation network.

(c)(ii) Distinctive neighbourhoods and commercial areas: The proposal strengthens the City Centre fringe residential/mixed-use neighbourhood with a coherent built form and streetscape, contributing to the area's

evolving identity while respecting existing residential and mixed-use fabric to the south and east.

(c)(iii) Natural areas: The naturalized corridor retains and enhances habitat functions along the Site's eastern edge, supporting the broader system of natural features within Windsor.

8.2.2.2 Schedule G - Civic Image designations

On Schedule G: Civic Image, the Subject Property is adjacent to a designated Civic Way (Riverside Drive West) and a designated Mainstreet (University Avenue West). The proposed development appropriately addresses both corridors through a reinforced street edge, active frontages, and a high-quality public realm interface, with detailed streetscape design to be refined through the Site Plan Approval process.

8.2.2.3-8.2.2.4 Heritage Areas / Heritage Conservation Districts

The Subject Property is not identified as a Heritage Area or Heritage Conservation District; however, the existing CBC building is recognized through a proposed holding provision requiring appropriate mitigation, documentation, and commemoration prior to demolition. This ensures that its contribution to local history is captured and integrated into the future development.

8.2.2.5 Gateways

The northwest corner tower and podium at Riverside Drive West and Crawford Avenue function as a gateway element at a key riverfront intersection. The chamfered corner, podium articulation, and active frontage create a memorable edge that provides a

sense of arrival, assists in orientation, and contributes positively to the character of the waterfront approach.

8.2.2.6 Urban Design Studies

This Urban Design Brief fulfills the intent of an urban design study by analyzing context, policy, built form, public realm, and shadow impacts, and by demonstrating how the proposal meets the Official Plan's urban design objectives and guidelines.

8.2.2.7 Development / Infrastructure Evaluation (a-f)

The development enhances Windsor's image by:

- complementing existing and planned activity and character through compatible high-rise forms along the riverfront;
- reinforcing landmarks such as nearby towers and the riverfront park system;
- providing clear edges along Riverside Drive West, Crawford Avenue, Salter Avenue, and the naturalized corridor;
- improving linkages through the internal street, parkettes, and direct connections to the Riverfront Trail; and
- incorporating sustainable design measures including compact built form, internalized parking, and enhanced landscaping.

8.3 Design for People

8.3.1 Objectives – Comfort, pedestrian scale, sense of place

The master plan emphasizes human comfort and a strong sense of place through podium scaling, landscaped parkettes, active frontages, and a coherent internal street, creating a legible and welcoming environment for residents and visitors.

8.3.2.1 Interpersonal communication & observation

Townhouse units, lobby entrances, and amenity terraces are oriented toward streets and open spaces, encouraging social interaction, passive surveillance, and regular observation of public and semi-public areas.

8.3.2.2 Pedestrian scale (a-c)

- Continuous horizontal elements at podium levels define the street edge.
- Repetition of street trees, planting beds, and coordinated paving reinforces rhythm and pedestrian scale.
- Familiar-sized doors, windows, and balcony elements at lower levels provide clear cues to building entry and human occupation.

8.3.2.3 Rest areas

This policy is not applicable to the proposed development, as the on-site open spaces and landscaped areas are privately owned and intended for resident use rather than functioning as public spaces within the municipal public realm. Any seating

or furnishings provided on-site will serve private residential amenity purposes.

8.3.2.4 Lighting

Consideration for pedestrian-oriented lighting fixtures will be addressed at the detailed design and Site Plan Approval stage, consistent with this policy's intent.

8.4 Pedestrian Access

8.4.1.1 Integrated design / barrier-free routes

Barrier-free routes are integrated within the Site, including accessible connections from building entrances to adjacent sidewalks and the internal street, ensuring inclusive access for all users.

8.4.2.1 Way-finding

The internal street, parkettes, and direct connection to the Riverfront Trail create a clear and intuitive movement structure. Opportunities exist at detailed design for tactile paving, clear signage, and other wayfinding elements to support users with visual or hearing impairments.

8.4.2.2 Removal of obstructions

Pedestrian routes are designed to be clear and unobstructed, with street furniture and landscaping organized in planting zones or setbacks so as not to impede movement along sidewalks and paths.

8.4.2.3 Integrated design of barrier-free features

Barrier-free design (ramps, curb depressions, accessible entrances) is integrated into the primary circulation network rather than treated as an add-on, ensuring seamless access across the Site.

8.4.2.4 Retrofitting and heritage

While there are no designated heritage buildings on-site, the approach to commemoration and potential interpretive elements will respect the historic character of the former CBC facility without compromising accessibility.

8.5 Ecological Design

8.5.1.1 Conserve & enhance natural features / ecosystem functions

The 12-metre naturalized corridor along the eastern lot line conserves existing habitat and enhances ecological function by maintaining and improving conditions for species such as Butler's Gartersnake and Eastern Foxsnake, as identified in the Environmental Impact Assessment (MTE, 2019; EIA Update Letter, 2025).

8.5.1.2 Urban forest

Tree planting along public and internal streets, in parkettes, and within at-grade amenity areas contributes to the urban forest and supports shade, habitat, and micro-climate benefits.

8.5.1.3 Sustainable design practices

The compact, mixed high-rise development, use of underground and podium parking, and emphasis on active transportation and transit all support sustainable design at the neighbourhood scale.

8.5.2.1–8.5.2.4 Site suitability / design for conservation / natural features & functions / natural change

Although the Site is not formally designated as a Natural Heritage Area or Environmental Policy Area, the naturalized corridor is treated as a key ecological

feature. The design:

- retains and enhances a continuous vegetated strip along the eastern edge;
- minimizes exposed edges by clustering built form to the west;
- provides potential connectivity to broader green systems; and
- accommodates natural succession and regeneration through native plantings and habitat-supportive design.

8.5.2.5 Landscaping

Landscaping is incorporated throughout the Site along Riverside Drive West, Crawford Avenue, the internal road, and within on-site amenity areas to help define pedestrian edges, soften building interfaces, and screen parking, loading and service functions. Street trees, planting beds and landscaped buffers are used to support a human-scaled streetscape, guide pedestrian movement, frame key corners and open spaces, and provide seasonal visual interest. At detailed design, planting composition and placement will be further refined to support shade, comfort and overall public realm quality.

8.5.2.5–8.5.2.7 Landscaping standards / tree conservation

Landscaping and tree-related requirements will be addressed through the Site Plan Approval process, where detailed planting, streetscape treatments, and tree conservation measures will be reviewed in accordance with municipal standards and policies.

8.5.2.8 Energy conservation (a-e)

The development supports energy conservation by:

- planning for energy-efficient building envelopes and glazing strategies;
- using a compact, transit-supportive pattern of high-density development close to multiple bus routes;
- deploying landscaping to provide shade and wind protection;
- reusing an existing serviced site rather than extending infrastructure; and
- integrating with a multi-modal transportation system, including walking, cycling, and transit.

8.5.2.9 Efficient use of water

At detailed design, the Site can incorporate best practices in stormwater management, including permeable paving where feasible, water-efficient plantings, and measures to manage and treat runoff consistent with the City's engineering and environmental standards.

8.6 Micro-climate

8.6.1 Objectives - Weather protection, sunlight, wind, energy efficiency

The design responds to micro-climate objectives by using podiums, setbacks, landscaping, and amenity terraces to create comfortable conditions and support energy-efficient development.

8.6.2.1 Protection from elements

Canopies, overhangs, and recesses at building entrances and along key pedestrian routes can be incorporated at site plan stage to provide weather protection and enhance comfort.

8.6.2.2 Landscaping

Street trees, shrubs, and landscaped areas along sidewalks, parkettes, and building edges are used to moderate temperature extremes and improve comfort in public spaces.

8.6.2.3 Shadow study

A comprehensive shadow study has been prepared for June 21, September 21, and December 21, demonstrating that surrounding residential areas maintain reasonable sunlight access and that on-site open spaces retain usable sun periods, with most new shadow directed toward the riverfront parks.

8.6.2.4–8.6.2.5 Wind conditions and testing

Podium and tower stepbacks, as well as tower separation and orientation, are configured to help mitigate adverse wind conditions at grade. If required by the City, wind testing can further refine detailed design measures.

8.6.2.6 Skylight for public spaces

Setbacks, stepbacks, and building heights are organized to maintain sky-view and daylight in public and semi-public spaces, particularly along the internal street, parkettes, and Riverside Drive West frontage.

8.7 Built Form

8.7.1 Objectives – Varied pattern, complementary design, visual interest, integration with art/landscaping, unique character, signs, sustainable design

The proposed development contributes to a varied and contemporary built form pattern while maintaining a complementary relationship with surrounding buildings. Podium massing, façade articulation, landscaped edges, and tower placement support visual interest and enhance the character of the riverfront corridor. Signage and public art are not contemplated as part of this application.

8.7.2.1 New development (a–d)

(a) Massing, orientation, setback, and exterior design are complementary to the high-rise riverfront context while stepping down and transitioning toward lower-scale residential areas on Crawford and Salter.

(b) The Site provides strong pedestrian, cycling, and transit linkages to the broader network.

(c) Natural area functions along the eastern edge are maintained and supported through the 12-metre naturalized corridor, which provides suitable habitat conditions for Butler’s Gartersnake and Eastern Foxsnake.

Built heritage considerations were addressed through a Heritage Impact Assessment by Stantec, which supports removal of the structure from the Municipal Heritage Register subject to a holding provision requiring documentation, selective salvage, and commemoration at the Site Plan Approval stage

and commemoration through the Site Plan Approval process prior to demolition.

(d) Residential streetscapes are strengthened by townhouse frontages, minimized driveways on public streets, and tree planting.

8.7.2.2 Redevelopment areas (a-f)

The Site, as a large redevelopment parcel, is planned to:

- support a range of residential profiles (townhouses and high-rise apartments);
- define the block edges along Riverside, Crawford, Salter, and University;
- create internal activity nodes around parkettes and building entrances;
- provide transportation links via the internal street and external road and trail connections; and
- complement the established pattern of riverfront towers and mixed residential neighbourhoods through compatible massing and exterior design.

8.7.2.3 Infill development (a-j)

The development respects local built form parameters by calibrating:

- massing and building height to reflect existing and emerging tower patterns along the riverfront;
- architectural proportion and spacing of towers (approximate 25 m separation) to maintain sky views;

- lot and building relationships to the road; and
- exterior appearance that is contemporary yet compatible with nearby high-rise and mid-rise buildings.

8.7.2.4 Transition in building heights

Incremental changes in height are provided across the Site, with the tallest towers located along the least sensitive eastern commercial interface and heights stepping down toward Crawford Avenue and Salter Avenue, supported by podiums, setbacks, and landscaped buffers.

8.7.2.5–8.7.2.6 Continuous and appealing street facades

Podiums, townhouses, and lobbies provide continuous, visually interesting façades along key edges, with frequent doors and windows and minimized blank walls. Service areas are internalized or screened from the public realm.

8.7.2.7 Facade setbacks

Upper storey stepbacks above podium levels provide improved sunlight access, wind mitigation, and pedestrian scale along both public and internal streets.

8.7.2.8–8.7.2.9 Street-oriented entrances and strategic facade breaks

Main entrances are street-oriented and clearly visible. Strategic breaks in built form are used for parkettes and landscaped spaces rather than vehicular driveways off major streets, supporting active street life and pedestrian comfort.

8.7.2.10 – Exterior Building Design Guidelines

Although the Site is adjacent to a Civic Way and a Mainstreet, no area-specific exterior building design guidelines apply to this location. As such, this policy is not applicable to the proposed development.

8.7.2.11 – Prominent Locations

The corner of Riverside Drive West and Crawford Avenue is a visually prominent location along the riverfront corridor. The proposed podium massing, articulation, and active frontages at this corner appropriately address its prominence within the block and support an enhanced streetscape condition.

8.7.2.12–8.7.2.16 – Signs

Signage is not part of this application. Any future signage will be subject to the City’s sign by-law, ensuring appropriate location, scale, safety, and compatibility with the surrounding area and building design.

8.8 Public Space

8.8.1 – Public Space Objectives

The proposal primarily interfaces with public space through the existing public rights-of-way (Riverside Drive West, Crawford Avenue, Salter Avenue, University Avenue West) and the Riverfront Trail. On-site open spaces are privately owned and intended for residents, but their design and visibility from the public realm help reinforce a clear, attractive edge and contribute to a safe, identifiable and inviting streetscape along these corridors.

8.8.2.1 – Public Space Definition

The Subject Property does not introduce new municipal public rights-of-way or City-owned open space. The project instead frames existing public streets and the Riverfront Trail with active frontages and landscaped edges, and provides privately owned amenity areas that are visible from the public realm.

8.8.2.2 – Image

Along Riverside Drive West, Crawford Avenue and the internal street connection to the Riverfront Trail, building frontages, podium massing and landscaping are organized to complement the image of the riverfront corridor and City Centre fringe, reinforcing a coherent and higher-quality edge to existing public spaces.

8.8.2.3 – Views

The alignment and configuration of on-site open spaces and the internal street are designed to respect and support significant views and vistas toward the Detroit River and skyline, consistent with broader view protection objectives along the waterfront.

8.8.2.4 - Complement Major Institutions

This policy is not directly applicable, as the proposal does not introduce or front a major institutional building. Open spaces on-site are intended to serve residents of the development rather than function as a civic forecourt for institutional uses.

8.8.2.5 - Water Features

Water features are not contemplated as part of this development application. Any consideration of such elements would occur, if desired, at a later detailed design stage.

8.8.2.6 - Social Contact

Although the on-site open spaces are privately owned, the parkettes, forecourts and rooftop terraces are planned to accommodate a range of informal social interactions for residents from individual seating and small gatherings to larger resident-focused activities consistent with the intent of supporting varied social contact.

8.8.2.7 - Privately Owned Public Space

Spaces such as landscaped setbacks, parkette frontages and forecourts are privately owned but publicly visible from surrounding streets and the Riverfront Trail. Their design, planting and interface with sidewalks are intended to support the function of the adjacent public realm and enhance the appearance and continuity of the streetscape.

8.9 Views and Vistas

8.9.1 Objectives - Identify, protect, and improve views

The proposal identifies and reinforces critical view corridors toward the riverfront and skyline and avoids obstructing or diminishing significant views, consistent with Windsor's urban design priorities.

8.9.2.1-8.9.2.4 Identification, protection, scales, hierarchy

Building orientation, tower spacing, and open spaces are designed to respect city-wide and local views of the river, Downtown Detroit, and the emerging riverfront skyline. The taller towers are positioned to frame rather than block key vistas along Riverside Drive West and toward the riverfront park system.

8.9.2.5-8.9.2.10 Open space views, elevated views, framing, protection, view-oriented transportation system

The riverfront trail and parkland north of Riverside Drive West continue to function as primary vantage points to experience Windsor's and Detroit's skylines. The massing on the Site supports these views, and the alignment of the internal street and open spaces contributes additional mid-block vantage points and framed views.

8.10 Art in Public Spaces

8.10.1-8.10.2 Objectives & policies

Public art is not contemplated as part of this development application. The proposal does not include new public buildings or municipally owned open spaces, and no requirements for art apply to the

Site. Should public art be considered in the future, appropriate locations could be identified during the detailed design or Site Plan Approval stage.

8.11 Streetscape

8.11.1 - Objectives

The proposed development contributes to an improved interface along Riverside Drive West, Crawford Avenue, Salter Avenue, and University Avenue West through landscaped setbacks, active building edges, and pedestrian connections. Streetscape elements within the Site occur on a private internal street and will be refined at the Site Plan stage to balance pedestrian and vehicular movement in accordance with the intent of these objectives.

8.11.2 - Policies

8.11.2.1 - Existing Road Pattern

The proposal retains and reinforces the existing public road pattern. No changes to the municipal street network are proposed.

8.11.2.2 - Road Configuration

The development works within the existing road configuration. The placement and massing of buildings support views toward the riverfront and maintain orientation along Riverside Drive West and Crawford Avenue.

8.11.2.3 - Fixtures

Fixtures on the private internal street will be addressed through Site Plan Approval.

8.11.2.4 - Boulevards and Medians

This policy is not applicable. No new four-lane roads or median treatments are proposed.

8.11.2.5 - Landscaping for Seasonal Conditions

Landscaping along the public street edges and on private streets will be further detailed through the Site Plan process and will support shade, definition of edges, and visual enhancement consistent with this policy.

8.11.2.6 - Traffic Calming

Traffic calming within the Site will be considered through the private internal street design. No modifications are proposed to public streets.

8.11.2.7 - Sidewalks

Continuous sidewalks exist along the surrounding public streets. The development provides new sidewalks along the private internal street and connections to the Riverfront Trail.

8.11.2.8 - Decorative Sidewalks

Decorative sidewalks are not contemplated as part of this application. Standard sidewalk treatments will be coordinated through Site Plan Approval.

8.11.2.9 - Paved Surfaces for Pedestrians

Pedestrian paving treatments along the private internal street and building entrances will be refined at detailed design.

8.11.2.10 - Mainstreets (Schedule G)

University Avenue West is identified as a Mainstreet. The development reinforces this corridor through a defined street edge, active building interfaces, and improved public realm conditions along the frontage.

8.11.2.11 – Mainstreets

Enhancements along University Avenue West will be addressed through municipal review at the Site Plan stage. The proposal maintains and complements the character of the Mainstreet designation.

8.11.2.12 – Civic Ways (Schedule G)

Riverside Drive West is identified as a Civic Way. The proposed building placement, landscaping, and active frontages contribute to a more cohesive and visually enhanced edge along this corridor.

8.11.2.13 – Civic Ways

Improvements along Riverside Drive West will be refined through Site Plan Approval. The development supports a stronger, more unified image along the Civic Way.

8.11.2.14 – Cycling Network

No changes to the cycling network are proposed. The Site maintains connections to existing cycling routes, including the Riverfront Trail.

8.11.2.15 – Orientation

Clear sightlines and logical pedestrian connections assist with wayfinding and orientation throughout the Site and to surrounding streets.

8.11.2.16 – Entrance Features

Gateway or entry features are not contemplated as part of this application.

8.11.2.17 – Seating Provision

Seating along public streets is not proposed as part of the development. Seating within private landscaped areas will be addressed at detailed design.

8.11.2.18 – Sidewalk Cafés

This policy is not applicable. No sidewalk cafés are proposed.

8.11.2.19 – Screening of Parking Lots

No surface parking lots front public streets. Parking areas are internalized or structured within podium levels.

8.11.2.20 – Scale of Surface Parking Lots

Surface parking is limited to internal areas and drop-off functions within the private internal street, consistent with the intent of reducing large surface parking areas.

8.11.2.21 – Location of Surface Parking

No large surface parking areas are located along public street frontages.

8.11.2.22 – Front Yard Parking for Low Profile Housing

This policy is not applicable. The development does not include low-profile residential dwellings or front-yard parking.

8.12 Safety

8.12.1–8.12.2 Objectives & policies – Observation, access orientation, civic responsibility, emergency access

The Site layout supports safety through:

- active frontages and windows facing streets and open spaces for natural surveillance;
- limited, clear access points with well-defined pedestrian, cycling, and vehicular routes;
- avoidance of ambiguous or leftover spaces;
- lighting strategies to support appropriate nighttime visibility; and
- an internal circulation system designed to accommodate emergency vehicles and provide prompt access to buildings.

8.13 Lighting

8.13.1 – Objectives

Lighting strategies for the development will be refined through the Site Plan Approval process to support visibility, safety, and a respectful interface with adjacent properties. All lighting will be designed to minimize spillover and complement the surrounding neighbourhood context.

8.13.2.1 – Transportation System

Lighting along public streets will be provided in accordance with municipal standards. Lighting on the private internal street will be addressed at detailed design to support safe movement.

8.13.2.2 – Public Safety

Adequate lighting for walkways, entrances, and on-site circulation will be considered at the Site Plan stage to support safety and visibility.

8.13.2.3 – Orientation

Lighting to assist wayfinding around building entrances, ramps, and circulation areas will be integrated through detailed design.

8.13.2.4 – Civic Image

Architectural lighting of prominent building elements is not contemplated at this stage. Any such features would be considered during the Site Plan process if desired.

8.13.2.5 – Complement Neighbourhood

Lighting will be selected and located to complement the surrounding character and respect adjacent residential uses, with detailed review to occur during Site Plan Approval.

8.13.2.6 – Compatible

Lighting will be designed to be compatible in scale and intensity with the proposed activity and context, with final specifications determined through Site Plan review.

8.13.2.7 – Intrusive Lighting

Measures to minimize light spill and glare onto adjacent properties will be incorporated through detailed design in accordance with City requirements.

8.14 Future Community Node

8.14.1-8.14.2 Objectives & policies

While the Subject Property is not identified as a Future Community Node, the proposal exhibits many of the characteristics anticipated for such areas: a highly visible, transit-supportive, high-density development at a strategic waterfront location, with a mix of housing forms, strong connections to the Riverfront Trail, and the potential to accommodate a small-format commercial use. The design is fully consistent with the Chapter 8 urban design policies that would apply to any future node or similar intensification focus area.

6. CONCLUSION

Clayland Developments Inc. is proposing five condominium towers and one block of townhouses, for a total of 1,602 residential units and 1,725 parking spaces accommodated within three levels of below-grade parking and two levels of integrated podium parking. The proposal reflects a considered approach to urban design and community integration.

From a contextual standpoint, the development represents a positive reinvestment on an underutilized riverfront site and contributes to the ongoing revitalization of the area. Streetscape improvements along Crawford Avenue and Riverside Drive West, combined with the prominent tower forms on the Windsor skyline as viewed from Downtown Detroit, reinforce the Site's role within a key riverfront corridor and support the City's image as an international gateway.

The built form is aligned with the existing and planned high-rise context and is compatible with the height and massing framework for Windsor's City Centre and Growth Centre. At-grade outdoor amenity areas, mid-block parkettes, and rooftop terraces provide additional communal and recreational spaces, supporting a high standard of livability for future residents while reinforcing a pedestrian-oriented public realm. Shadow studies prepared in support of the applications indicate that the proposed development will have limited and acceptable shadow

impacts on surrounding properties and public open spaces.

The master plan further advances the City's urban design and ecological objectives by organizing height and density around a fine-grained internal street, strengthening walking and cycling connections to the Riverfront Trail and transit, and incorporating a 12-metre naturalized corridor along the eastern edge to conserve and enhance habitat. Taken together, these elements demonstrate that the proposal responds appropriately to its riverfront and gateway context, supports intensification in a transit-accessible location, and delivers a high-quality built form consistent with the urban design policies of the Official

APPENDIX A - SHADOW STUDY