

PLANNING RATIONALE **REPORT**

1360 & 1376 HOWARD AVENUE

WINDSOR / ON

[siv-ik] PLANNING
DESIGN

Developer/Applicant

Masotti Construction Inc.

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ABOUT THIS REPORT

This report has been prepared by Siv-ik Planning and Design Inc. for Masotti Construction Inc. as part of our ***CREATE*** process. The report provides an overview of the physical context, planning framework and technical requirements that are the genesis of the project design process. The graphics and supporting text are intended to highlight links between those factors the specific planning and design response proposed for the site. The report describes the relevant details of the proposed Zoning By-law Amendment for 1360 & 1376 Howard Avenue and the unique planning process that is being undertaken by the project team.

www.siv-ik.ca

S1: INTRODUCTION

S1.1 Project Consulting Team



[siv-ik]

PLANNING
DESIGN

Siv-ik Planning and Design Inc. is an urban planning and design studio based in London and Hamilton, ON and serving clients across southern Ontario. We're a team of planners and designers who help those around us unpack the complexities of urban development and use graphic design as fuel for these conversations, communicating complex ideas visually.

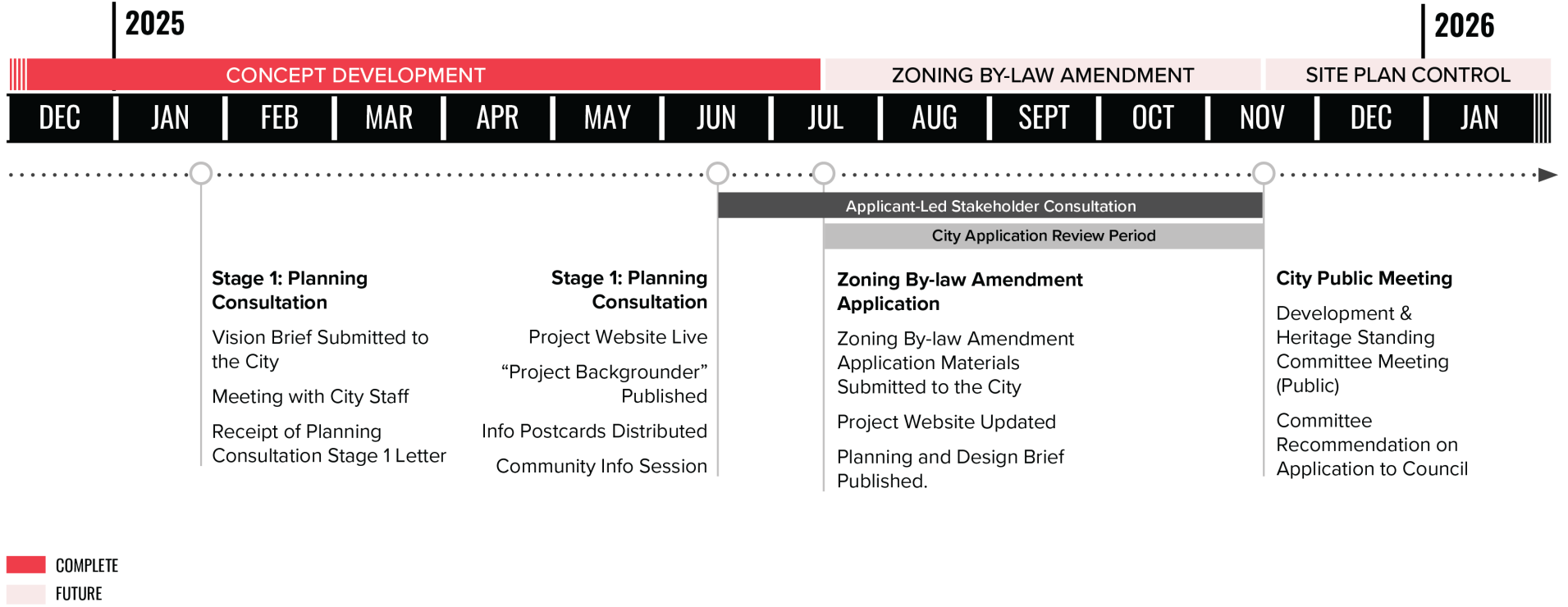
BAIRD|AE
architecture + engineering

Baird Architecture + Engineering is a Premiere Multi-Disciplinary Architectural and Engineering Firm located in the City Of Windsor, Ontario, Canada. Baird AE's purpose is to provide outstanding design ideas and solutions for our clients through the modern combination of human need, environmental guidance, client value, science and art.

S1.2 About the Project

Masotti Construction Inc. is the applicant and development manager of the properties known as 1360 & 1376 Howard Avenue in Windsor, ON. With the support of Siv-ik Planning & Design Inc. and the project team, they are planning a redevelopment of the site for a new medium profile apartment building, with 25 dwelling units. The project team understands that change in neighbourhoods warrants conversation. This report provides an opportunity for those who are interested to learn about the genesis of the development proposal, understand the various factors that shape development on this site, and specifically understand how that web of factors has informed the development proposal for 1360 & 1376 Howard Avenue. The report also provides an overview of our unique approach to navigating this project from concept to reality.

/ Project Timeline



Note: Projected “future” timelines subject to change.

S1.3 Project Site

The project site is comprised of two legal parcels, municipally referred to as 1360 and 1376 Howard Avenue in the City of Windsor. The site is located on the east side of Howard Avenue, at the Howard Avenue/Ottawa Street and Ottawa Street/Lillian Avenue intersections. The project site is located in the Walkerville Planning District, which encompasses the area generally bound by the Detroit River to the north, Walker Road to the east, the ETR Rail line to the south and Howard Avenue to the west.

The site currently contains a used automotive dealership consisting of a 2-storey converted building and a large sales and display area in the rear of the property along Ottawa Street and Lillian Avenue. The project site also contains an existing accessory garage building. The site is of a suitable size and shape to accommodate a new residential infill development.

S1.4 Area Context

The Howard Avenue corridor in this area is predominantly developed with low profile residential uses in the form of single-detached dwellings, converted dwellings, and low-rise multiplexes. The residential area along this corridor, bounded by Windsor Grove Cemetery to the west, St. Alphonsus Cemetery to the north and east and Ellis Street E. to the south, is envisioned as a medium to high profile mixed use area over the long-term as per the planning framework in the City of Windsor Official Plan. The land use pattern within 400m (5-minute walk) of the project site is a mix of low profile residential, open space, commercial, institutional and industrial uses. Lands immediately surrounding the site consist of low profile residential uses in the form of single-detached dwellings.

A significant amount of open space in the form of cemeteries border the project site to the west and surround the area of low profile residential uses. Specifically, the Windsor Grove Cemetery, located west of the project site at 455 Giles Boulevard E. is listed on the City’s Municipal Heritage Register. In addition to the cemetery grounds, two buildings located on the property (the Mausoleum and Shed) are also listed.

The intersection of Howard Avenue and Ottawa Street is also the start of the gateway to the Uptown Ottawa Street Area. Further east of the project site, the Uptown Ottawa Commercial Area consists of a number of neighbourhood-scale retail shops, restaurants and services. This area is intended to service the surrounding neighbourhoods, but also serves as a main street shopping destination for visitors from other areas in the city.

From an accessibility perspective, Transit Windsor stops for Routes #4 and #14 are located along Giles Boulevard E. and Parent Avenue, within approximately 400m of the project site. These routes provide connections to Windsor International Transit Terminal, Downtown Windsor, Tecumseh Mall and Devonshire Mall.

AT-A-GLANCE

Site Area	0.195ha
Frontage	37.6m (Howard Avenue)
Depth	59.3m (Ottawa Street)
Existing Use	Automotive Dealership
Servicing	Full Municipal





-  Low-Profile Residential
-  Low-Profile Residential
-  Windsor Grove Cemetery
-  Low-Profile Residential



Figure 1. The Project Site

S2: PLANNING FRAMEWORK

S2.1 City Structure

Figure 2 provides visual context for the site’s positioning relative to Windsor’s city-structure including the City’s network of major streets. The project site contains frontage on Howard Avenue which is identified as a Class II Arterial by the City of Windsor Official Plan and Ottawa Street which is identified as a Class I Collector. This intersection occupies a strategic position within the City of Windsor’s overall urban structure, serving as a critical node that bridges residential, commercial, and mixed-use areas. This intersection is characterized by its proximity to established neighborhoods, which contributes to the city’s historical and cultural fabric, and its accessibility to major arterial routes, enhancing connectivity to key destinations across Windsor.

The site is located in the Walkerville Planning District, in close proximity to Downtown Windsor. Howard Avenue, a significant north-south corridor that facilitates the movement of people and goods between the core and suburban areas. The corridor connects to the E.C. Row Expressway and Downtown Windsor. Ottawa Street, on the other hand, is a vibrant commercial corridor that supports local businesses, featuring specialty shops, restaurants, and services that attract both residents and visitors. The intersection of these streets addresses criteria for higher density/ intensity infill development which aligns with Windsor’s goals of fostering complete and connected communities.



Figure 2. City Structure

S2.2 City of Windsor Official Plan

The project site is located within the “Mixed Use Corridor” designation as per Schedule D - Land Use Plan - of the City of Windsor Official Plan. Lands designated as “Mixed Use Corridor” are intended become vibrant mixed-use commercial and residential areas. Ideally, the predominant form of new or redeveloped housing should be medium and high profile residential buildings (4-14 storeys) with ground floor and possible second floor commercial uses and upper floor residential dwellings. In accordance with the permitted uses policies of 6.5.3.1, medium and high profile residential uses either as stand-alone buildings or part of a commercial-residential mixed use buildings shall be developed throughout the Corridors. The project site is bounded by a Class II Arterial Road (Howard Avenue) to the west and a Class I Collector Road to the North (Ottawa Street), as illustrated on the Schedule F - Roads and Bikeways of the City of Windsor Official Plan. Class II Arterial Roads are intended to carry higher volumes of traffic and direct vehicular accesses to new developments are discouraged. From a built form and intensity perspective, heights are generally limited to 4-storeys or less in the designations except for locations at the intersection of to higher order streets. The subject site, in accordance with policy 6.5.3.3 a), would potentially qualify for said taller building heights given it’s corner location at Howard Avenue and Ottawa Street.



/ Mixed Use Corridor Designation Policies (6.5)

Lands designated as “Mixed Use Corridor” consist of commercial areas along Arterial and Collector Roads that are expected to develop with people-oriented employment and higher density development. These areas are intended to maintain a mix of land uses that support transit and the achievement of complete communities. The policies of the City of Windsor Official Plan promote infill and consolidation of Mixed Use Corridors and provide a series of criteria for the development of these lands. The locational criteria and evaluation criteria identified in 6.5.3.6 and 6.5.3.7 are analyzed further in Section 6 of this report.

/ Design Guidelines (6.5.3.8) and Infill Development (8.7.2.3) Policies

Section 6.5.3.8 provides specific design consideration for Mixed Use Corridor development. These guidelines speak to a number of factors that influence the compatibility of development including landscaping, buffers, separation of uses, building height, building facade treatment, step backs, location of parking and pedestrian connectivity. These guidelines are to be considered along with the associated policies in the Urban Design chapter of the City of Windsor Official Plan. From an urban design perspective, Section 8.7.2.3 of the Official Plan provides policy guidance for new proposed infill development/residential intensification within an established neighbourhood. The built form policies of 8.7.2.3 intend that new infill development be designed to function as an integral and complementary part of that area’s existing development pattern by having regard for a multitude of existing neighbourhood character attributes. These attributes include massing, building height, architectural proportions, lot size, positioning along public rights-of-way etc. In this regard, the information outlined in Section 2 and 3 of this brief clearly articulate the character of the site and surrounding area. The design principles described and illustrated in Section 4 and the annotated graphics in Section 5 document how the proposed Zoning By-law and the conceptual site layout and building form(s) have been designed to respond to the unique context of the site, and have taken into account the Urban Design policies of the Official Plan along with other urban design best-practices for neighbourhood intensification projects.

/ Heritage Conservation (9.3.7)

From a heritage perspective, Section 9 of the City of Windsor Official Plan provides policy guidance to guide the conservation of Windsor’s heritage resources. The goal of these policies is to identify, recognize, protect, conserve, enhance and properly manage heritage resources for the benefit of the community. Policies of note for the proposed development at 1360 & 1376 Howard Avenue include the Urban Design Criteria policies in 9.3.7. These criteria provide direction for the assessment of planning applications, including Zoning By-law Amendments, which may impact heritage resources. Further analysis of how the criteria was considered in the proposed development is provided in Section 6 of this report.

S2.3 Intensification Guidelines (2022)

Guided by the community vision articulated in the City of Windsor Official Plan, and building on the principles of ‘compatible’ development, the objective of the City of Windsor’s Intensification Guidelines is to provide direction for the design of future uses that respect the unique character of Windsor’s neighbourhoods. The design guidelines are intended as a framework that outlines the notable characteristics of various design concepts and principles. The intent is to guide new development to become distinctive, while relating to the use, scale, architecture, streetscapes, and neighbourhoods of Windsor. The Urban Design Guidelines are meant to provide predictability for applicants, the City, and stakeholders, by providing consistent direction about the criteria for the design of proposed development in Intensification Areas. The project site is within an established neighbourhood area but is not within a Mature Neighbourhood identified through OPA159 (and A-1 of the Official Plan). Additionally, the site is located within a Mixed Use Corridor designation which are envisioned as areas of intensification for mixed use and transit supportive development. Some of the key guidelines for the development of the project site at 1360 & 1376 Howard Avenue are included below:

/ General Guidelines for Mixed Use Corridors (3.2.2)

- Locate low and medium profile forms of development as well as mixed uses along corridors and at gateways to create areas of community focus;
- Ensure that buildings relate to the public streets;
- Design parking lots with landscaping strips, islands, medians or bump-outs to break up the expanse of hard surface areas; and
- Design buildings to be compatible with surrounding land uses and built forms.

/ Guidelines for Medium Profile Buildings (3.4.1 & 3.4.4)

- Height and massing of buildings should be concentrated along the frontages of Arterial and Collector Roads;
- Ensure the scale of buildings is compatible and sensitively integrated with surrounding residential uses in terms of massing, height, setbacks, orientation, privacy, landscaping etc;
- Require a minimum 7.5m rear yard setback from low profile properties;
- Break up massing horizontally and vertically through the incorporation of materials, balcony and floor plate design, architectural features and amenity locations;
- Provide step-backs for upper storeys to provide contextually appropriate transitions to low profile development;
- Provide high-quality landscape treatments;
- Consider using angular planes as a tool to determine massing and height transition;
- Ensure siting and massing of new buildings avoids undue adverse impacts on adjacent properties;
- Locate and orient primary building entrances to public roads with a design that is visible and accessible to the public; and
- Locate and design buildings to respect and complement the scale, character, form and siting of on-site and surrounding cultural heritage resources.

S2.4 Zoning By-law 8600 Implications

The properties identified as 1360 & 1376 Howard Avenue currently contain two different zoning categories in the City of Windsor Zoning By-law 8600. The northern portion of the project site (1360 Howard Avenue) is zoned for automobile sales and business office uses, where as the southern portion of the project site (1376 Howard Avenue) is zoned for a number of low profile residential uses. Our understanding of the existing zoning permissions provides a frame of reference to measure and understand the degree of change being pursued through the proposed Zoning By-law Amendment and to understand any potential impacts of the proposed change.

/ Commercial District 2.6 (CD2.6) Zone

The northern portion of the site is currently zoned Commercial District (CD2.6) Zone. The Commercial District (CD2) Zone is one of four commercial category zones and provides for and regulates a number of small and medium-scale commercial uses, institutional uses, professional offices and auto-oriented uses, typically found in established neighbourhoods along major corridors. There are seven variations within the CD2 Zone family. The variations are differentiated on the basis of permitted uses and sometimes include specific provisions related to a specific use. Provisions for yard depths, lot coverage and landscaped open space are not regulated in the CD2 Zones.

/ Residential District 2.2 (RD2.2) Zone

The southern portion of the site is currently zoned Residential District 2.2 (RD 2.2) Zone. The Residential District (RD2) Zone is one of three residential category zones and provides for and regulates a number of low profile residential uses including single-unit dwellings, semi-detached dwellings, duplexes, townhouses and multiple dwellings. There are six variations within the RD2 Zone family. The variations are differentiated on the basis of site requirements in order to provide for a variety of uses, lot sizes and building heights.

Zone Requirements	CD2.6 Zone	RD2.2 Zone
Permitted Uses	See 15.6.1	See 11.2.1
Lot Width (min)	-	9.0m - 20.0m
Lot Area (min)	-	200m² - 540m²
Lot Coverage (max)	-	45%
Height (max)	9.0m	9.0m
Front Yard Depth (min)	-	6.0m
Rear Yard Depth (min)	-	7.5m
Side Yard Depth (min)	-	1.2m
Parking	1 per 45m²	1 - 1.25 per unit

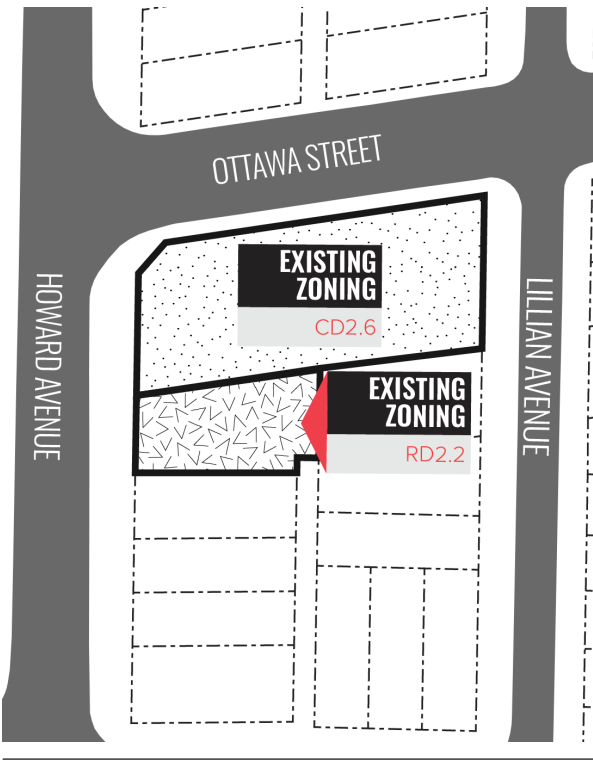
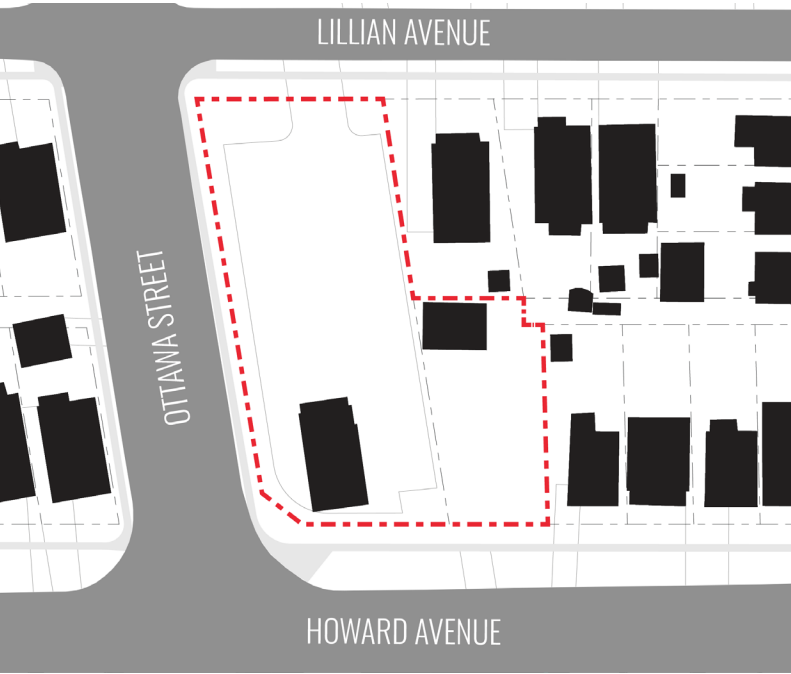


Figure 3. Existing Zoning Map

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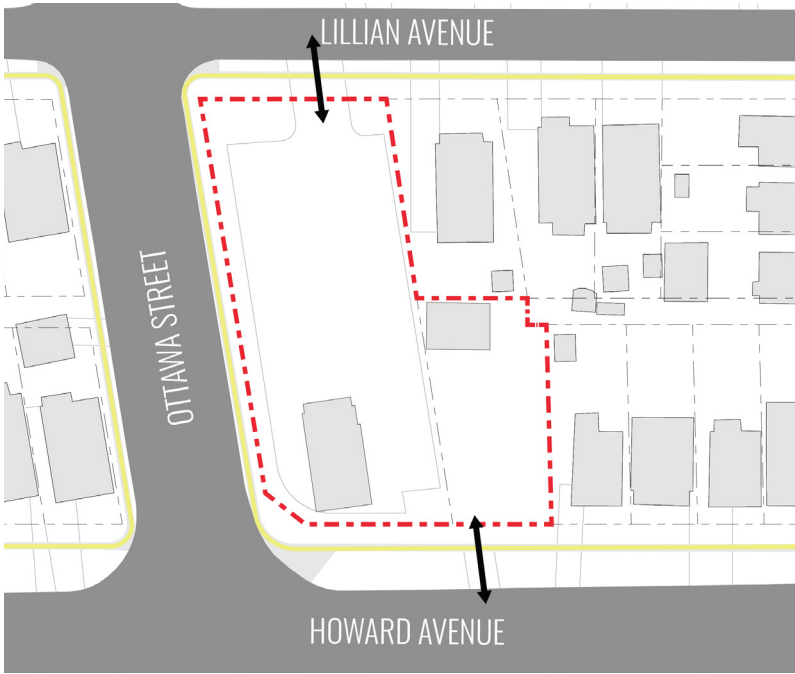
S3: SITE ANALYSIS



..... Site Boundary

1 Figure Ground

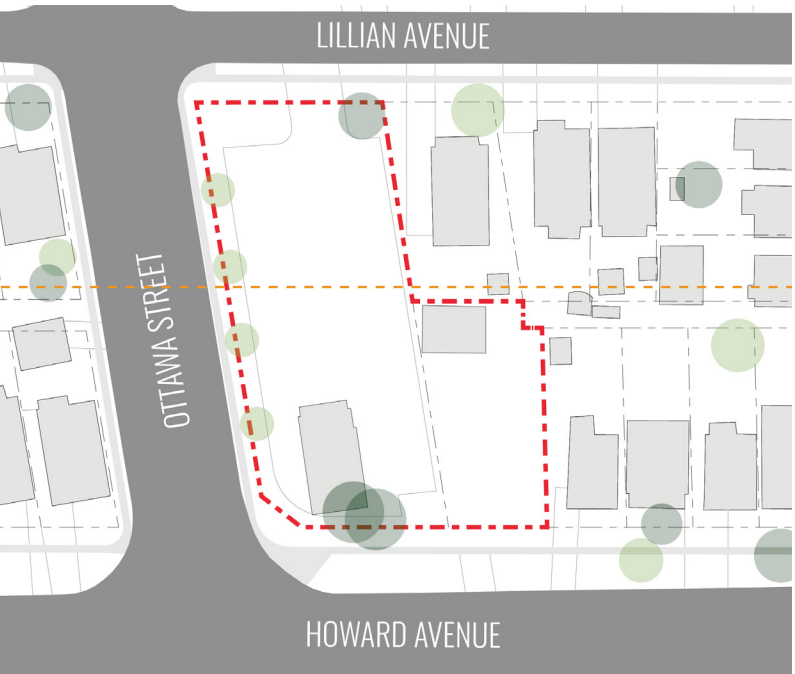
The existing size, shape, and location of built form in the immediate area, surrounding the project site, represents the framework upon which new infill development must integrate with and respond to. The figure-ground diagram illustrates the relationship between the existing built and unbuilt space on and in proximity to the site. Land coverage of buildings is visualized as solid mass, while unbuilt lands and public spaces are represented as voids.



..... Site Boundary — Sidewalk ↔ Access

2 Mobility

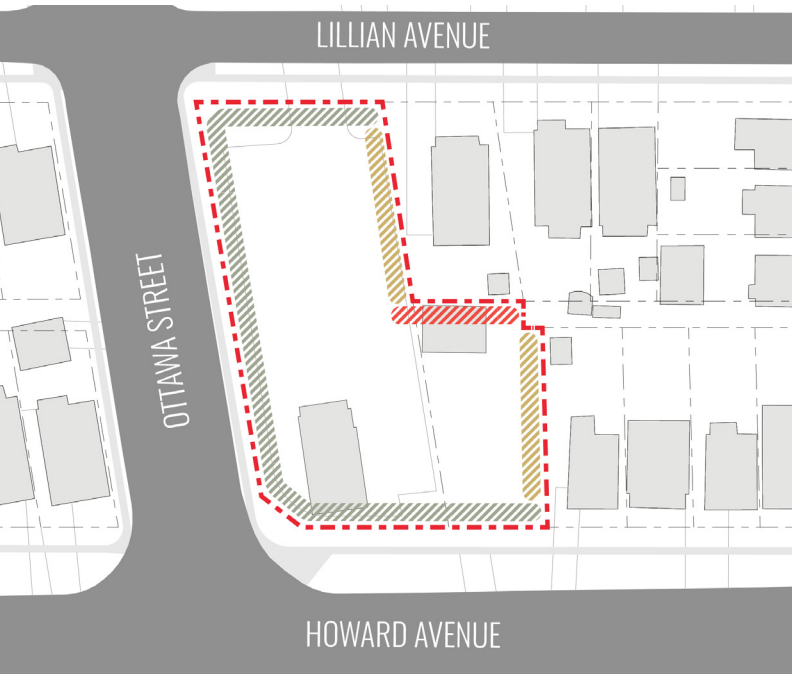
The surrounding mobility framework (e.g., roads, intersections, access driveways, sidewalks, bike lanes, transit routes and stops, etc.) has been taken into consideration while planning for the re-development of the site to ensure that the ultimate development is complementing or enhancing the planned function of the mobility network and minimizing operational impacts to the extent possible.



..... Site Boundary ● Trees - - - Overhead Power Line

3 Site Conditions

A range of potential physical and natural conditions (e.g., trees, vegetation, natural features, topography, major infrastructure, road widening dedications, etc.) can influence the ultimate design and complexity of any redevelopment project. The graphic above highlights the key physical characteristics of the site. The new development will respond to and account for these conditions from a planning and design perspective.

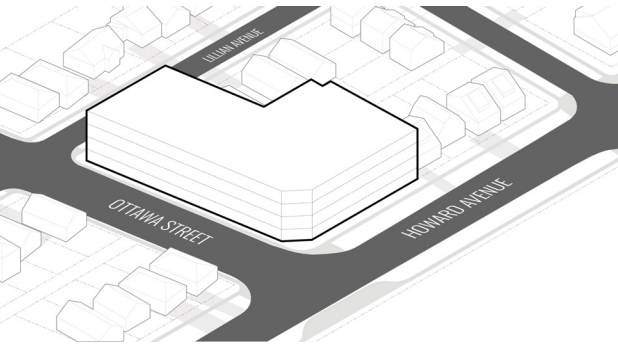


//// Sensitive Interface //// Moderate Interface //// Active Frontage

4 Edge Condition

The placement, orientation and design of new development has been designed to respond to the existing/planned conditions directly adjacent to the site in order to minimize privacy impacts and protect access to sunlight/sky views for adjacent properties, particularly on adjacent rear yard amenity areas. The graphic above characterizes the various edge conditions/adjacencies that have been taken into consideration.

S4: DESIGN PRINCIPLES

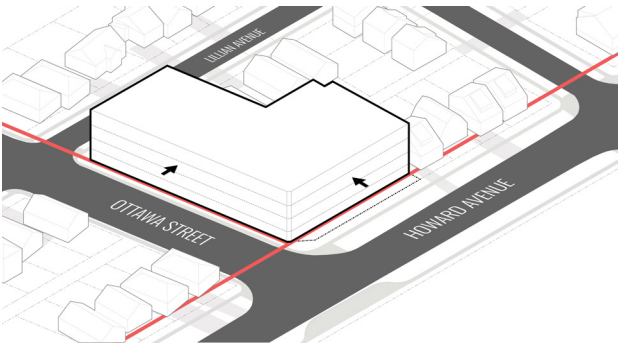


1 Residential Intensification

Mixed Use Corridors are areas intended to accommodate intensification with a broad mix of land uses that support transit and the achievement of complete communities. Given the site’s location at the intersection of a Class II Arterial Road and a Class I Collector Road, the site qualifies for additional height, beyond the four storey maximums identified in the Windsor Official Plan. Despite that, the proposed zoning framework will permit a building height no greater than four storeys, which is compatible with the existing pattern of development and does not exceed the width of any of the road rights-of-way that abut the project site.

Official Plan References

- Permitted Use Policies - Section 6.5.3.1
- Street Presence Policies - Section 6.5.3.3(a)&(b)
- Infill & Consolidation - Section 6.5.3.4

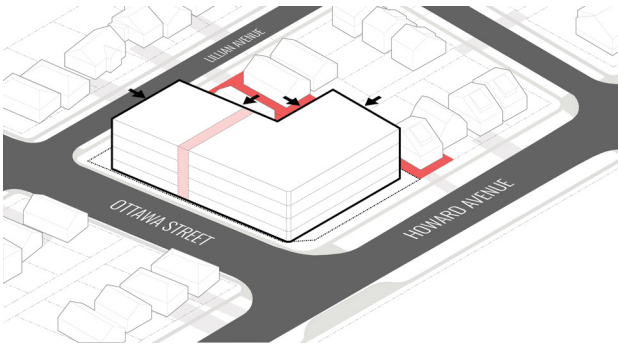


2 Acknowledge the Street Wall

The new development on the project site has considered the existing “street wall” that is established by existing development to the north and south, along Howard Avenue, to establish appropriate front yard setbacks. Given the unique context of the project site, a new street wall is established along Ottawa street, as the building will be located close to the street frontage lot line.

Official Plan References

- Street Presence Policies - Section 6.5.3.3(c)
- Intensification Guidelines - Section 3.4.1

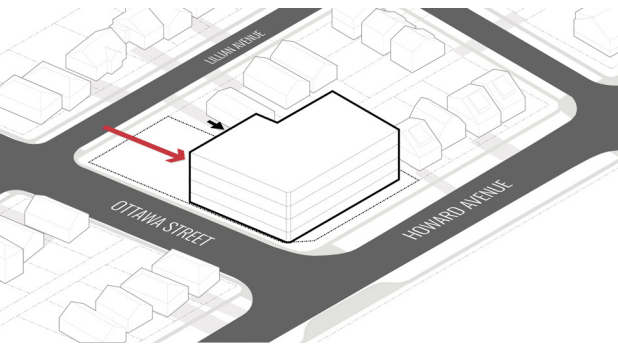


3 Respond to the Context

The new building has been designed to be sensitive to the neighbouring lower-scale uses and buildings. The side yard setbacks respect the existing development pattern while also acknowledging the vision for a continuous street wall in the Mixed Use Corridor designations. The new building is also designed to avoid conflicts with the overhead power line crossing the site.

Official Plan References

- Street Presence Policies - Section 6.5.3.3(a)&(b)
- Evaluation Criteria Policies - Section 6.5.3.7e
- Infill Development Policies - Section 8.7.2.3
- Intensification Guidelines - Section 3.4.1

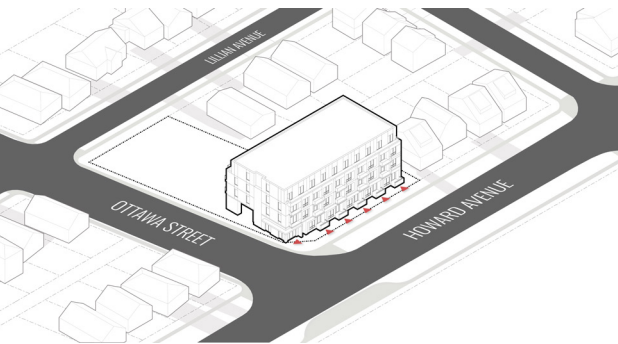


4 Carve for Site Access

The new development will require a new 6.0 metre vehicular access/driveway from an adjacent public street. The access is located on Lillian Avenue (which is a Local Road). The site access has been positioned with suitable separation distance from the intersection to avoid conflicts with vehicle turning movements at the intersection of Ottawa Street and Lillian Avenue.

Official Plan References

- Design Guidelines Policies - Section 6.5.3.8(d)
- Road Network Policies - Section 7.2.6.5, 7.2.6.6 & 7.2.6.9

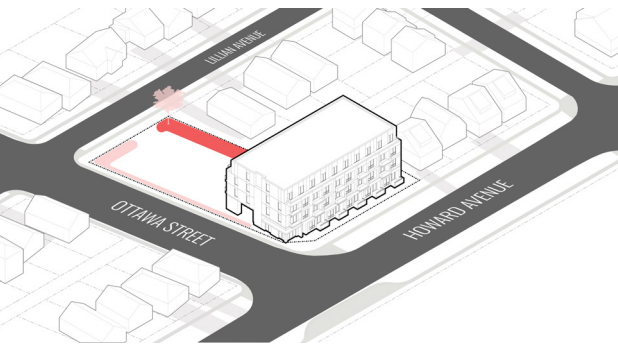


5 Define and Animate the Streetscape

The new building will be oriented such that the primary building frontage faces towards Howard Avenue (i.e., the highest order street) and the secondary frontage faces towards Ottawa Street. Both frontages include active elements such as entrances and walkways that connect directly to the City sidewalk where possible.

Official Plan References

- Design Guidelines Policies - Section 6.5.3.8(e)
- Street Oriented Entrances - Section 8.7.2.8



6 Account for Amenity and Landscaping

Given the size of the site and the number of people who will eventually inhabit it, the new development provides a sizeable outdoor common amenity area. In this case, the amenity area has been located along the southern boundary of the site. Additionally, enhanced landscaping is accounted for along the public frontages of Ottawa Street and Lillian Avenue to screen the proposed surface parking.

Official Plan References

- Design Guidelines Policies - Section 6.5.3.8(b)
- Intensification Guidelines - Section 3.4.1

Note: The above noted urban design principles have been informed by the applicable policy, regulatory and contextual considerations for the site, many of which are highlighted in the preceding sections of this brief. These principles are central to our planning/design narrative for the site and the overall project goal of being sensitive to, compatible with the existing and planned urban fabric of the surrounding area. The images do not represent buildings. They show a potential “outer-envelope” within which a building or multiple buildings could be built.

S5: THE PROPOSAL

S5.1 Proposed Zoning By-law Amendment

The proposed Zoning By-law will provide a framework for a higher density housing development in the form of a medium profile apartment building up to a maximum height of 14.0m. To support the development vision for 1360 & 1376 Howard Avenue and to implement the applicable Official Plan policies, we propose to rezone the site from the current Commercial District 2 (CD2.6) Zone and Residential District 2 (RD2.2) Zone to a Residential District 3 (RD3.1(_)) Special Provision Zone. The proposed zone includes special regulations to account for the unique context of the project site and to implement applicable form-based policy directions of the City of Windsor Official Plan and the Intensification Guidelines (2022). The proposed zone and special regulations are structured to facilitate an appropriate range of desirable site outcomes but are not directly tied to a specific development design. In this regard, the proposed Zoning By-law Amendment will “lock-in” key development and built form standards but will also allow for a degree of flexibility to address site and building design details through the future Site Plan Control application process.

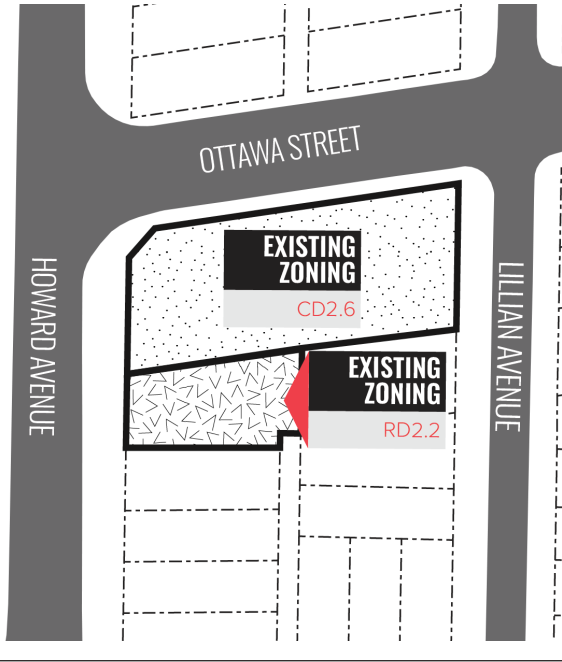


Figure 4. Existing Zoning

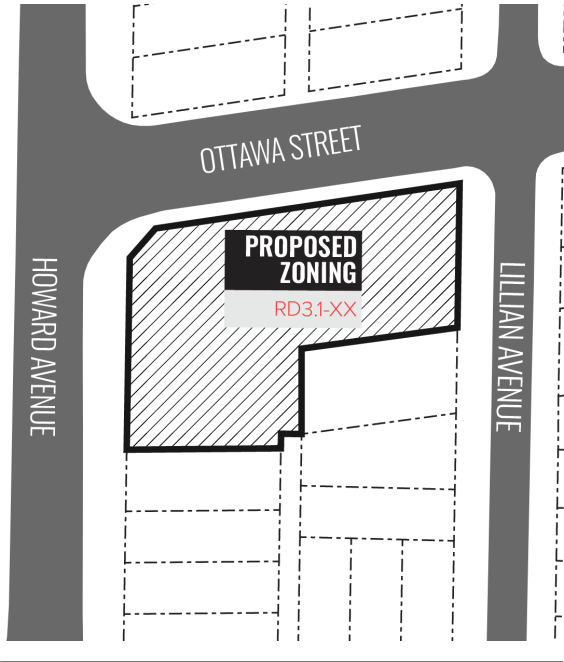
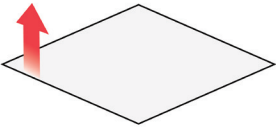


Figure 5. Proposed Zoning

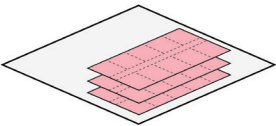
PROPOSED HEIGHT

14.0
Metres



PROPOSED DENSITY

119
UPH



/ Proposed By-law

1360 & 1376 Howard Avenue			
Regulation	RD3.1	RD3.1(_)	Special Explanations
Permitted Uses	See Section 12.1.1	In addition to the uses permitted by Section 12.1.1, Stacked Dwellings shall be permitted.	1
Lot Frontage (min.)	18.0m	-	
Lot Area (min.)	540m² for the first 5 dwelling units and 67.0m² per unit for each additional dwelling unit.	-	
Lot Coverage (max.)	35%	40%	2
Height (max.)	14.0m	-	
Front Yard Depth (min.)	6.0m	3.0m	3
Rear Yard Depth (min.)	7.5m	4.1m	4
Side Yard Width (min.)	Where a habitable room window of any dwelling unit faces a side yard: 6.0m Any other side yard: 3.0m	Interior Side Yard Depth: 3.0m Exterior Side Yard Depth: 0.0m	5 6
Landscaped Open Space (min.)	35.0%	30%	7
Parking	Multiple Dwelling: 1.25/unit Stacked Dwelling: 1/unit Visitor Parking: 15% of spaces	Multiple Dwelling: 1.0/unit	8
Additional Regulations		Notwithstanding any provisions of the by-law to the contrary, Howard Avenue shall be regarded as the front lot line.	9
-: No Change			

Table 1: Special Regulations Overview

Note: See pages 17-20 for additional details and explanation for proposed special regulations.

/ **Special Regulation Explanations**

1 Additional Permitted Uses

The proposed Zoning By-law Amendment seeks to enable a limited range of appropriate medium profile built forms. As such, the range of permitted uses within the RD3.1 Special Provision Zone is being expanded to include stacked dwellings. This form of residential development is compatible with the surrounding low profile residential neighbourhood context while also aligning with the Mixed Use Corridor land use policies for transit supportive development.

Official Plan References

Mixed Use Corridor Policies - Section 6.5.3
Permitted Use Policies - Section 6.5.3.1

2 Lot Coverage

The RD3.1 Zone typically regulates a more suburban form of development than what is envisioned for Mixed Use Corridors. The proposed special regulation will permit a building with a more urban and pedestrian-oriented character, facing onto Howard Avenue. It is important to note, that the despite the special regulation for Lot Coverage, a portion of the surface parking has been designed to be covered by the proposed building, which will allow for increased at-grade amenity space and area for enhanced landscaping.

Official Plan References

Mixed Use Corridor Policies - Section 6.5.3
Intensification Guidelines - Section 3.4.1

3 Front Yard Depth

The existing 6.0m front yard setback requirement in the RD3.1 Zone would produce a more suburban character than what is envisioned for Mixed Use Corridor development. The proposed special regulation ensures that new buildings will be sited close to the public right-of-way along Howard Avenue, aligned with the street wall formed by the existing low profile residential developments to the north and south of the project site.

Official Plan References

Infill Development Policies - Section 8.7.2.3
Intensification Guidelines - Section 3.4.1

4 Rear Yard Depth

The proposed Zoning By-law includes a reduced rear yard setback requirement. This special regulation has been included recognizing the portion of the project site that abuts the laneway parcel, thus reducing the rear yard depth in that location. Despite the reduction in the one corner of the site, the distance to the low profile residential property is still greater than 7.5m. Additionally, concept plan achieves a rear yard setback of 7.5m or greater on the remainder of the property.

Official Plan References

Infill Development Policies - Section 8.7.2.3
Intensification Guidelines - Section 3.4.1

5 Interior Side Yard

In accordance with the vision for development in Mixed Use Corridors, the building form has been focused along and oriented towards Howard Avenue Street W. The proposed Zoning By-law will enable a reduced side yard setback on the site that produces a more urban and pedestrian-oriented character by establishing a street wall with minimal breaks.

Official Plan References

Infill Development Policies - Section 8.7.2.3
Intensification Guidelines - Section 3.4.1

6 Exterior Side Yard

A reduced exterior side yard setback requirement has been included to address the setbacks along Ottawa Street. The shape of the project site is unique in the sense that some corners of the site do not meet at right angles. The proposed distance of 0.0m recognizes the pinch point on the northwest corner of the site that occurs as a result of the siting of the building along Howard Avenue. Overall, the concept plan achieves an exterior side yard setback between 0.0m and 3.7m. Ottawa Street aids in providing additional separation from the proposed building to the low profile residential properties to the north of the project site.

Official Plan References

Infill Development Policies - Section 8.7.2.3
Intensification Guidelines - Section 3.4.1

7 Landscape Open Space

The existing landscape open space requirement will produce a more suburban character than what is envisioned for Mixed Use Corridor development. The proposed special regulation will allow for a more urban form of apartment building that achieves the Official Plan direction. It is important to note that the reduction of landscaped open space will not result in limitations on amenity space, as the proposed development includes shared at-grade amenity space and private balcony spaces.

Official Plan References

Mixed Use Corridor Policies - Section 6.5.3

8 Parking

The proposed Zoning By-law includes a reduced parking rate requirement to support the delivery of medium profile development. The residential parking rate is tailored to consider the target market segments for future development. The parking rate has also been tailored based on the proximity of Transit Windsor bus routes, within approximately 400m of the project site.

Official Plan References

Mixed Use Corridor Policies - Section 6.5.3
Evaluation Criteria Policies - Section 6.5.3.7(d)

9 Lot Orientation Interpretation

As per the City of Windsor Zoning By-law 8600, the shorter exterior lot line is deemed to be the front lot line. Given the specific shape and orientation of this lot assembly and the orientation of the adjacent lot fabric, the shared lot line with Howard Avenue will function as the “front” and it is desirable that other applicable zoning regulations be measured in this manner to provide the most appropriate design outcome.

Official Plan References

Street Presence Policies - Section 6.5.3.3(a)
Locational Criteria - Section 6.5.3.6(a)

/ **Compatibility Rationale**

Just as neighbourhoods themselves are not planned and developed equally across the City, redevelopment sites are equally diverse in their potential characteristics. The shape, depth, frontage and orientation of infill sites/land assemblies greatly affects the optimal built form and site design outcome. In recognizing that the development goals of Mixed Use Corridors are for higher density/intensity development that supports investment in transit, a critical analysis of compatibility with the surrounding area in terms of site layout and built form is required. The figures on the following page illustrate north-south and east-west sections of the project site and adjacent properties. These graphics have been prepared to illustrate key elements of the proposed built form and site layout and demonstrate how the development concept is informed by the existing and planned context of the surrounding area.

Built Form

Figure 6 illustrates via a north-south section, the heights permitted by the existing RD2.2 Zone that apply to the adjacent properties along Howard Avenue, the standard height limit for the proposed RD3.1 Zone and the height of the proposed building form itself. Given the corner location of the project site, it acts as a logical transition area for additional height. Additionally, the building massing enhances the gateway into the Uptown Ottawa Commercial Area. As shown in Figure 6, the proposed development provides a built form that is only one-storey taller than what is permitted in the RD2.2 zoning. Furthermore, as shown in both Figure 6 and 7, the proposed building height does not exceed the widths of the Howard Avenue and Ottawa Street public right-of-ways, which is encouraged to achieve compatibility in the City of Windsor Official Plan. The building massing also maintains a human-scale along Howard Avenue with the implementation of step backs above the third floor.

Site Layout

Figure 7 illustrates the setbacks of the proposed development from the existing eastern and western property lines and the future condition of the proposed building massing in relation to Howard Avenue and the existing low profile residential development along Lillian Avenue. As per the requested special provision, the front lot line is identified as the lot frontage along Howard Avenue. A reduced front yard depth is being requested through this Zoning By-law Amendment application. This reduction allows for additional separation from the proposed building and the rear yards of the low profile residential developments on Lillian Avenue. A 45-degree angular plane measured from a height of 10.5 metres at a 7.5 metre setback, as outlined in the City’s Intensification Guidelines, is illustrated on the east-west section and illustrates that the majority of the proposed massing fits within it. It is important to note that the location of the rear property boundary on the section represents only the southern portion of the project site in the location of the property at 1367 Lillian Avenue. The rear yard setbacks on the northern portion of the project site are significantly larger. As a result, appropriate skyview, light access and separation is achieved.

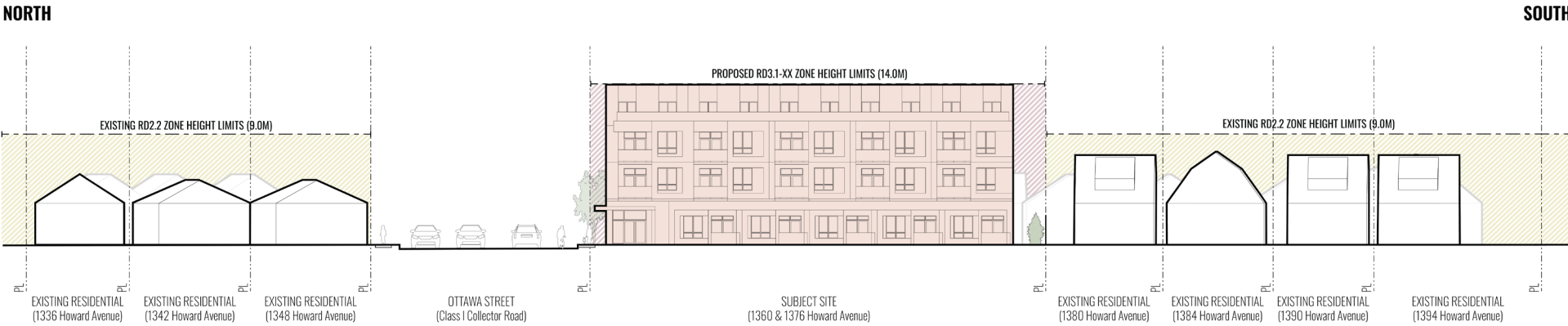


Figure 6. North-South Section Diagram

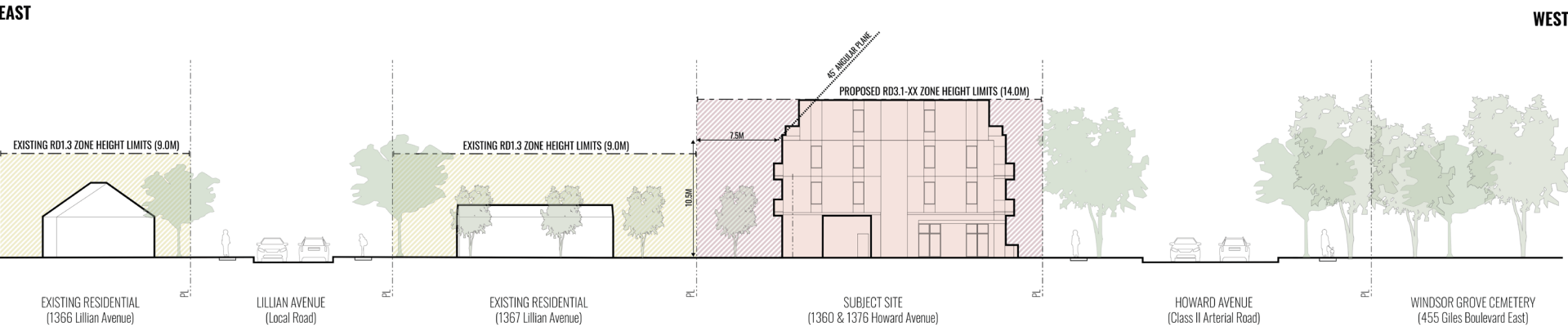
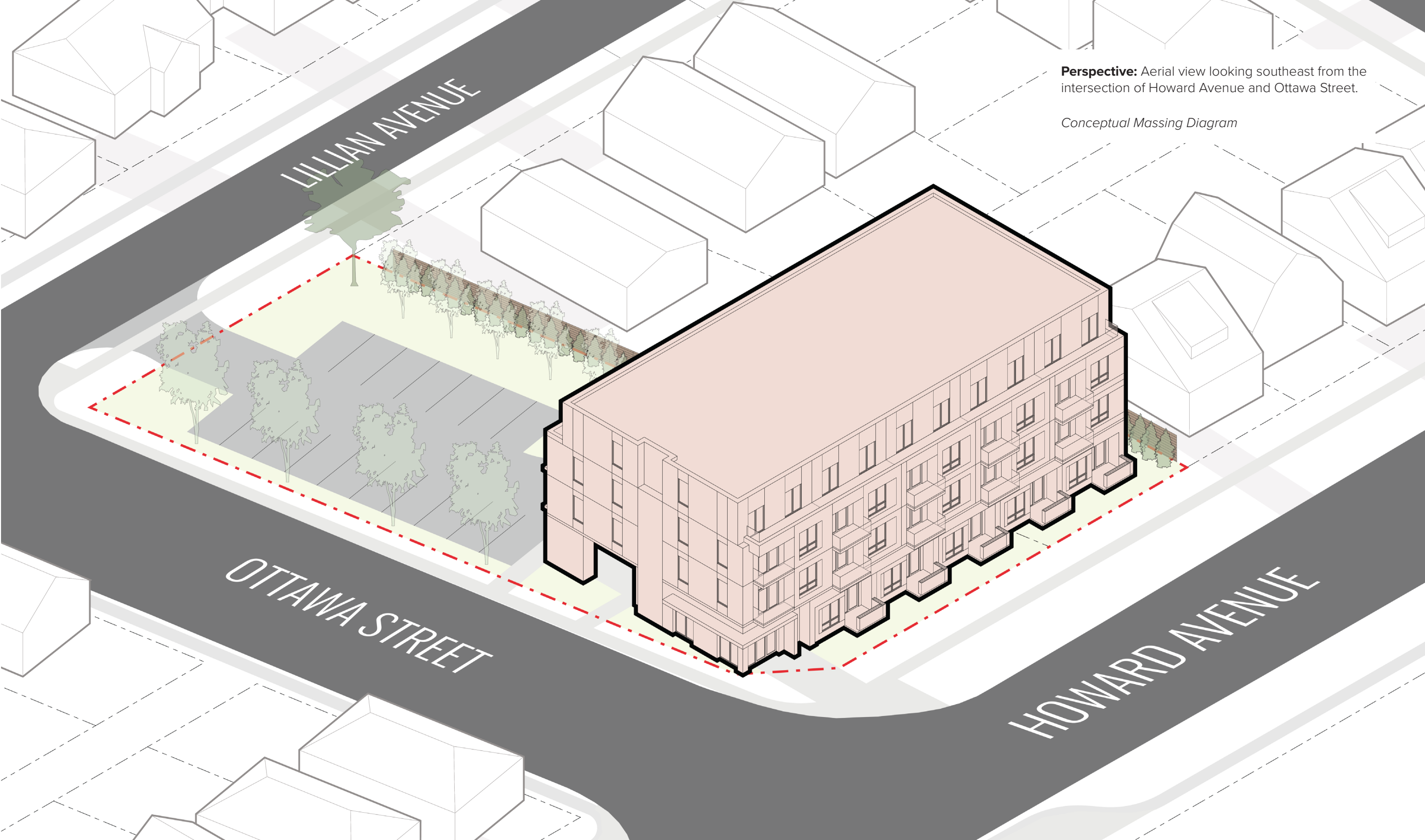


Figure 7. East-West Section Diagram

S5.2 Proposed Development Concept

/ 4-Storey Apartment Building

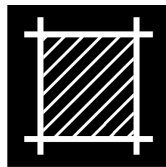
The following illustrations and graphics provide an overview of the development concept for 1360 & 1376 Howard Avenue. The development concept is representative of the developer's future intention for the project site and represents a desirable implementation of the proposed Zoning By-law Amendment outlined in Section 5 of this brief. The concept plan envisions a 4-storey apartment building with 25 residential units. The development concept includes 25 surface parking spaces. A portion of the surface parking spaces are located underneath the proposed building. Vehicular circulation is provided via an access off of Lillian Avenue, which is located generally in the same location as the current site access. Direct pedestrian connections from the building towards the adjacent city sidewalks have been provided to integrate the development with the existing public realm. Ground floor units facing Howard Avenue are envisioned to have direct unit entrances and are designed as barrier-free. At-grade amenity space is located along on the southern property line, providing for extra separation from the proposed parking lot at the neighbouring properties. A series of simplified supporting illustrations have been prepared by Siv-ik Planning and Design Inc. to highlight key elements of the conceptual site and building design in a manner that enables a more seamless evaluation by stakeholders and decision makers. A dimensioned conceptual site plan has been prepared and is available for public download at www.siv-ik.ca/1360h. The detailed conceptual site plan should be referred to where detailed dimensions and specifications are required for review or evaluation.



Perspective: Aerial view looking southeast from the intersection of Howard Avenue and Ottawa Street.

Conceptual Massing Diagram

SITE AREA



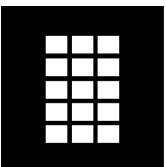
0.195
HECTARES

DWELLING UNITS



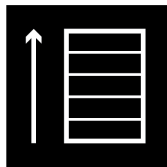
25
DWELLING UNITS

DENSITY



129
UNITS PER HECTARE

BUILDING HEIGHT



4
STOREYS

14.0
METRES

PARKING

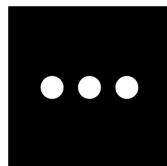


1.0/unit
OVERALL RATE

21
PARKING SPACES

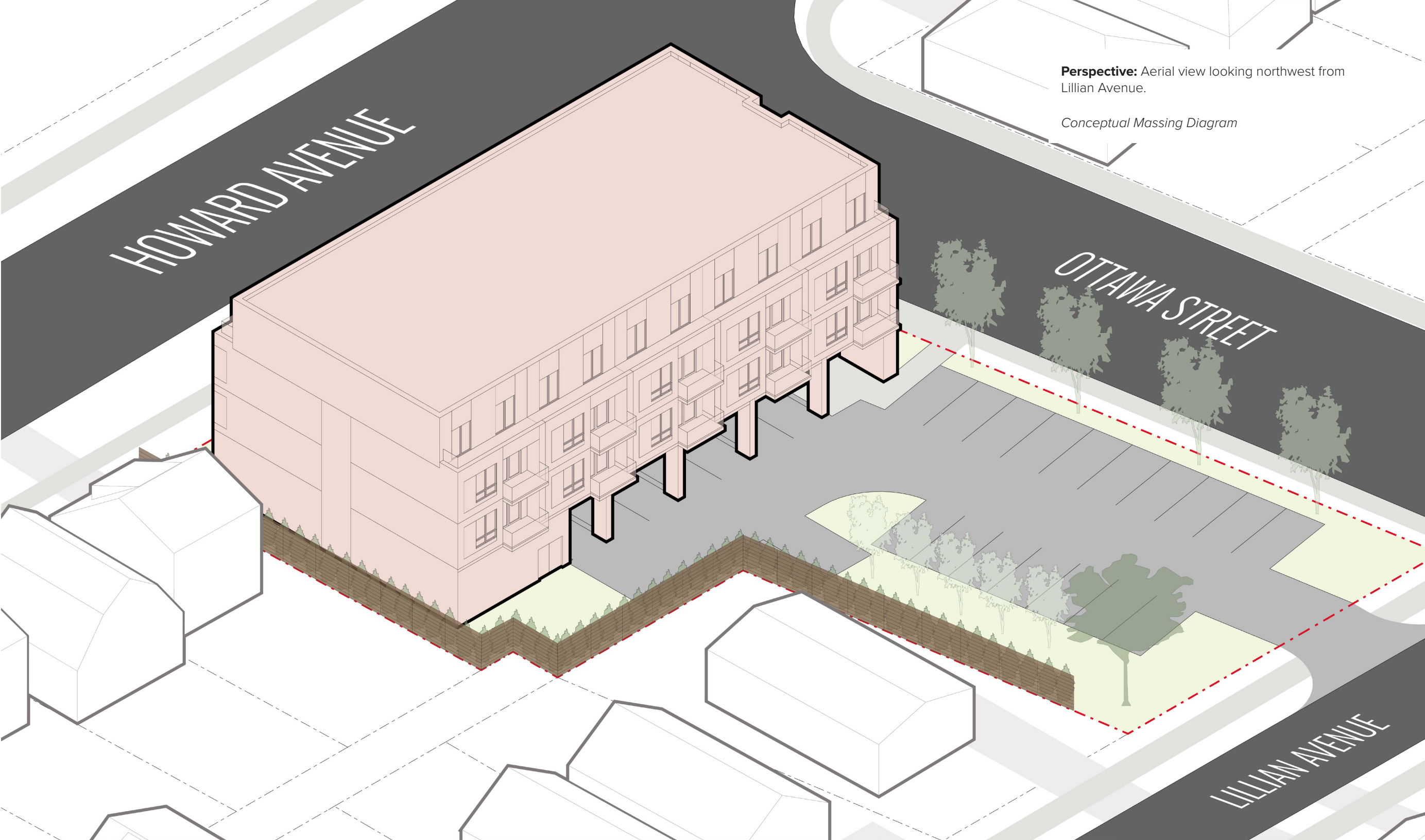
4
VISITOR STALLS

OTHER



30%
LANDSCAPED
OPEN SPACE

36%
LOT
COVERAGE



Perspective: Aerial view looking northwest from Lillian Avenue.

Conceptual Massing Diagram

SE PERSPECTIVE



- 1** The building is envisioned with ground-floor units facing towards Howard Avenue, with direct connections from the main building and unit entrances to the public sidewalk. This design creates a pedestrian-friendly frontage that contributes to an engaging public right-of-way network along the higher-order street.
- 2** An additional secondary entrance is conceived at the rear of the building with direct connections out to the public sidewalk along Ottawa Street, contributing to the animation of multiple street frontages on the project site.

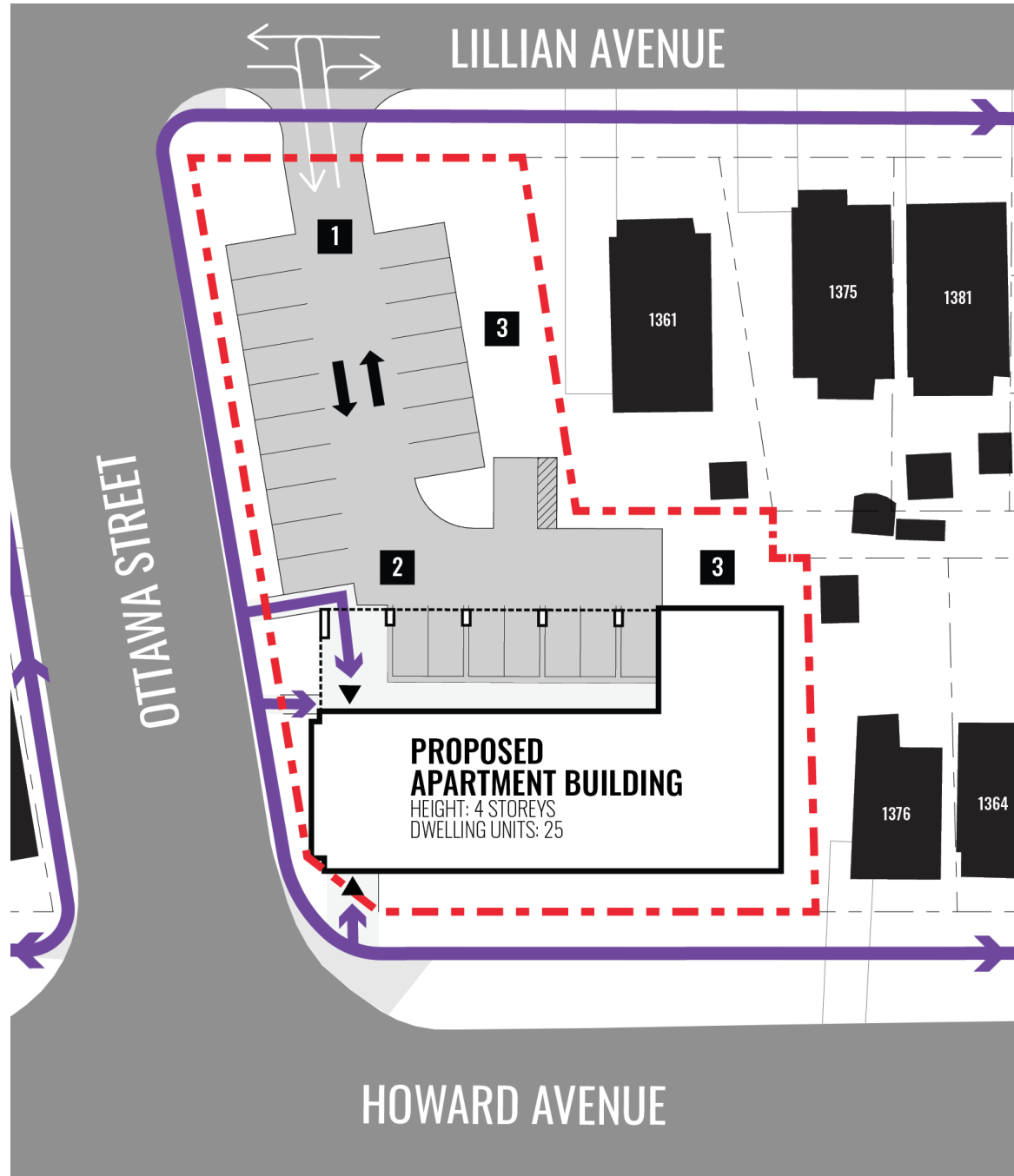
- 3** The massing and location of the building has been designed to consider the existing low profile development to the south. The rectangular shaped building, with orientation along Howard reduces shadowing impacts on the properties north of Ottawa Street. Due to it's location north of the low profile residential uses along Howard Avenue and Lillian Avenue, shadowing impacts onto rear yards is minimal.
- 4** Private amenity spaces have been envisioned in the form of balconies or patio spaces. This contributes to the animation of the Howard Avenue public right-of-way. Step backs have been envisioned above the third floor to accommodate for additional private amenity space.

SW PERSPECTIVE



- 5** Surface parking has been located at the rear of the building and will be screened from Howard Avenue by the proposed building. Enhanced edge treatments in the form of landscaping have been conceived along Ottawa Street and Lillian Avenue to screen the parking from the public streets. Additionally, privacy fencing, enhanced landscaping and outdoor amenity areas are envisioned along the southern property lines to reduce headlight glare into neighbouring yards and provide separation from the proposed parking.

- 6** The proposed vehicular site access location has been strategically located off of the lower-order street (Lillian Avenue) to avoid any conflicts with the Arterial and Collector Roads. The access has also been located to recognize an existing mature tree and to provide an enhanced landscaping area adjacent to the neighbouring residential properties. This location generally aligns with the existing access location for the auto dealership use.



LEGEND

- | | | | |
|-------|---------------------------|-------|---------------------------------|
| ▲ | Primary Building Entrance | 3 | Common Outdoor Amenity Area |
| ■ | New Building Footprint | → | New Pedestrian Circulation |
| - - - | Site Boundary | → | Vehicular Circulation/Movements |
| 1 | New Site Access | - - - | Site Boundary |
| 2 | Surface Parking | | |

Note: This simplified site access and circulation plan has been prepared based on the detailed site concept plan by Siv-ik Planning & Design Inc. It is meant to aid in illustrating the key attributes and functions of the development concept related to vehicular and pedestrian movements. For dimensions and full site details, please refer to the 2025-07-16 conceptual site plan.



LEGEND

- | | | | |
|-------|---------------------------|---|-----------------------------|
| ▲ | Primary Building Entrance | ■ | Landscaped Area |
| ■ | New Building Footprint | ■ | Enhanced Edge Treatment |
| - - - | Site Boundary | ■ | Common Outdoor Amenity Area |

Note: This simplified landscape plan has been prepared based on the detailed site concept plan by Siv-ik Planning & Design Inc. It is meant to aid in illustrating the parameters for the future detailed landscape plan which will be prepared by a Licensed Landscape Architect during subsequent stages of the planning process and reviewed through the Site Plan Control application.

Figure 8. Site Access and Circulation Plan

Figure 9. Conceptual Landscape Plan

S6: PLANNING ANALYSIS

S6.1 Provincial Planning Statement (2024)

The provincial planning policy framework is established through the Planning Act (Section 3) and the Provincial Planning Statement (PPS), 2024. The Planning Act requires that all municipal land use decisions affecting planning matters be consistent with the PPS. The primary mechanism for the implementation of the provincial plans and policies is through the City of Windsor Official Plan. Through the preparation, adoption and provincial approval of the City of Windsor Official Plan, there is an established local policy framework for the implementation of the provincial planning policy framework. As such, matters of provincial interest are largely addressed in the Official Plan discussion in this report.

However, when acknowledging the scope of the proposed development and the nature of the application being submitted (i.e. Zoning By-law Amendment), it is important to highlight some of the key objectives and policy directions of the PPS 2024. Chapter 2 of the PPS 2024 focuses on building homes and sustaining strong and competitive communities. This chapter includes policy guidance on housing and residential intensification in Urban Centres, which are matters of provincial interest including:

- Identifying the need to provide for a range of housing options and densities that are required to meet the requirements of current and future residents of Windsor (2.1.4);
- Requiring Planning Authorities to achieve the development of complete communities by accommodating an appropriate range and mix of land uses, housing options and transportation options (2.1.6a);
- Focusing on land use patterns that efficiently use land and resources, optimize existing and planned infrastructure, support active transportation and support transit (2.3.1.2); and
- Directing Planning Authorities to encourage mixed-use development to promote economic development and competitiveness (2.81.1d).

In view of the PPS 2024 policies noted above, the site is located within a designated Urban Centre and is an optimal location for intensification and redevelopment. The development brings a new type of housing to the area in the form of apartment buildings, which aligns with provincial direction of providing a range and mix of housing options and densities. In recognition of the policies, it is our opinion that the proposal is consistent with the PPS 2024.

S6.2 City of Windsor Official Plan

/ Location

The City of Windsor Official Plan provides detailed locational and evaluation criteria for the development of Mixed Use Corridors. Section 6.5.3.6 states that Mixed Use Corridor development shall be located with access to Class I and II Arterial and Class I Collector roads and have full access to municipal services. In cases of commercial-related development, traffic should be directed away from residential areas. This project site is unique in the sense that it has frontage on three public right-of-ways, a Class II Arterial, a Class I Collector and a Local Road. Additionally, the site is located in a built up area with full municipal services. The unique location of the project site addresses the key locational criteria for development outlined in the City of Windsor Official Plan.

/ Evaluation

The City of Windsor Official Plan also outlines a series of evaluation criteria for Mixed Use Corridor developments. The policies require that the proponent demonstrate to the satisfaction of the Municipality, that the proposal achieves the criteria set out in the table below. The table identifies these specific criteria and details how the proposed development at 1360 & 1376 Howard Avenue achieves the intent of each.

Evaluation Criteria for Mixed Use Corridors - Policy 6.5.3.7		
At the time of submission, the proponent shall demonstrate to the satisfaction of the Municipality that a proposed mixed use corridor development is:		
Consideration	Rationale	
a) feasible having regard to the other provisions of this Plan, provincial legislation, policies and appropriate guidelines and support studies for uses:		
i) within or adjacent to any area identified on Schedule C: Development Constraint Areas and described in the Environment chapter of this Plan;	The proposed development at 1360 & 1376 Howard Avenue aligns with the goals and objectives of the Mixed Use Corridor Land Use designation, in the City of Windsor Official Plan, as outlined in Sections 4 and 5 of this report. Additionally, the proposed development aligns with the locational criteria for medium and high profile development. An analysis of alignment with provincial legislation is provided on the previous page, which identifies policies in the Provincial Planning Statement that support the proposed development.	
ii) within a site of potential or known contamination;	With regards to list i - iv, the project site is not located near any Development Constraint Areas, as identified in Schedule C - Development Constraints of the City of Windsor Official Plan. Additionally, the site is not within an area of potential or known contamination. Through the Planning Consultation Stage 1 process, no concerns regarding traffic generation on municipal roads was identified. The project site is not located on a Provincial Road, as per Schedule F - Roads and Bikeways, and therefore no concerns were raised from the Ministry of Transportation. Finally, the project site is bounded by Windsor Grove Cemetery to the west, which is a listed heritage property in the City’s Cultural Heritage Register. A detailed analysis has been provided on the following pages detailing how the proposed development will address compatibility and context through design.	
iii) where traffic generation and distribution is a provincial or municipal concern; and		
iv) adjacent to sensitive land uses and/or heritage resources.		

b) in keeping with the goals, objectives and policies of any secondary plan or guideline plan affecting the surrounding area;	<p>As detailed in Section 4 & 5, the proposed development fully conforms to the vision and policies of the Mixed Use Corridor land use designation and the Urban Design policies of the City of Windsor Official Plan. In addition to the Official Plan policies, the proposed development is also in keeping with the specific policies for mixed use corridors and medium profile buildings in the City of Windsor’s Intensification Guidelines (2022). The development respects the character of the neighbourhood and adjacent cultural heritage resources through the massing and siting of the proposed building.</p> <p>The project site is not located within any Secondary Plan area and therefore is not required to be in keeping with any area-specific land use plans.</p>
c) capable of being provided with full municipal physical services and emergency services;	<p>The project site is located within an established neighbourhood in the City of Windsor which has access to full municipal services and emergency services. A Functional Servicing Report has been prepared which summarizes the existing conditions and capacity for storm, sanitary and water servicing. The results of the report identify that the current municipal services can support the proposed development.</p>
d) provided with adequate off-street parking;	<p>The proposed development concept provides for a reduction from the standard parking regulation in the City of Windsor Zoning By-law 8600. Parking is accommodated through surface parking at the rear of the project site at a rate of 1.0 space per unit for multiple dwelling units. The number of parking spaces provided is 6 spaces less than the minimum parking regulation in the Zoning By-law.</p> <p>A Parking Study was prepared in support of this reduction as part of the Zoning By-law Amendment application. The study noted that the parking requirement of the Institute of Transportation Engineers (ITE) Standards was met in full with the proposed rate. A number of Transportation Demand Management (TDM) measures were identified which would reduce the reliance on personal vehicles. These measures included access to transit (~5-6 minute walk from project site) and inclusion of bicycle parking on-site. The study concluded that the parking rate of the proposed development was sufficient.</p>
e) compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and landscaped areas; and	<p>The project site is located adjacent to low profile residential uses and has been designed to mitigate impacts. Further analysis of the compatibility of the project with the surrounding area can be found in Section 5 of this report.</p>
f) acceptable in terms of the proposal’s market impacts on other commercial areas (see Procedures chapter).	<p>No studies were required to be completed to identify the proposal’s market impact on other commercial areas. As such, it is assumed that the proposed residential apartment building is deemed acceptable by this criteria.</p>

/ Heritage

Further to the locational and evaluation criteria above, the City of Windsor Official Plan also includes a series of Urban Design Criteria relating to impacts on Heritage Resources. The criteria provide direction on building design, location and landscaping factors for developments adjacent to heritage properties. The table identifies these specific criteria and details how the proposed development at 1360 & 1376 Howard Avenue achieves the intent of each.

Urban Design Criteria for Assessing Applications - Policy 9.3.71(e)	
Consideration	Rationale
i) Respecting the massing, profile and character of adjacent buildings;	<p>The proposed development has been designed with a 4-storey massing sited along Howard Avenue. The design of the building aligns with the built form and site layout policies for Mixed Use Corridors in the City of Windsor Official Plan. While the project site is located in the vicinity of to the Windsor Grove Cemetery, the listed heritage buildings on the property are located further north. The buildings are over 200m away from the proposed development and therefore are not negatively impacted by the proposed building design.</p>
ii) Approximating the width and established setback pattern of nearby heritage buildings;	<p>The proposed development has been sited to acknowledge the existing street wall along Howard Avenue. As noted above, the proposed apartment building is located over 200m away from the listed heritage buildings on the Windsor Grove Cemetery grounds. As such these listed buildings are not negatively impacted by the proposed building setbacks of the development concepts.</p> <p>Additionally, the proposed building height is less than the Howard Avenue right-of-way width, providing ample separation from the proposed building and the adjacent cemetery grounds.</p>
iii) Respecting the yards, gardens, trees and landscaped grounds associated with the heritage properties and districts which contribute to their integrity, identity, and setting;	<p>It is recognized that the Windsor Grove Cemetery property includes landscaped grounds and a significant number of mature trees. Direct impacts to the landscaped grounds and mature trees will not occur during construction or post-development due to the separation that the location of the Howard Avenue right-of-way provides from the project site.</p> <p>Additionally, enhanced landscaping and tree planting is envisioned for the project site, along the public right of ways to screen the proposed parking. This landscaping will complement the landscaped grounds of the cemetery.</p>
iv) Maintaining, enhancing or creating views and vistas of heritage resources; and	<p>The proposed development has been designed with units that face towards the Howard Avenue right-of-way, providing for views of the Windsor Grove Cemetery from the building. Additional inclusion of balcony spaces and patios will allow for the enjoyment of these views from the project site. While the proposed building is sited close to the Howard Avenue and Ottawa Street right-of-ways, no existing view corridors to the cemetery are being affected.</p>

v) Minimizing the impact of shadowing on adjacent heritage properties, particularly on landscaped open spaces and outdoor amenity areas.	The proposed 4-storey building height results in minimal shadow impacts on the Windsor Grove Cemetery grounds. As shown in the analysis in Section 6.3, the shadow generated by the proposed building only reaches the listed heritage property during the Winter Solstice. These shadows are only cast on a small portion of the cemetery in the early morning, with the vast majority of the shadow falling in the Howard Avenue right-of-way.
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S6.3 Other Considerations and Requirements

/ Noise

Through the Planning Consultation Stage 1 process, it was identified that a noise study was required to be completed as the proposed sensitive land use is within an area containing existing stationary industrial and transportation (traffic) noise sources. Baird Architecture + Engineering was retained to prepare this study in support of the proposed development and Zoning By-law Amendment application. The study analyzed noise levels from both sources and provided recommendations to bring the development into compliance with the criteria set out by the Ministry of Environment and Climate Change (MOECC).

For indoor living areas, noise levels from transportation sources were predicted to be above the limits for daytime and nighttime acoustic levels. Mitigation measures such as a Type C warning clause and central air conditioning were identified to be required. No physical mitigation measures such as a noise wall or berm were recommended. Noise levels from stationary industrial uses were also predicted to be above the limits for daytime and nighttime in some areas of the site. Mitigation measures such as special building components for windows and walls, Type C warning clauses and central air conditioning were required.

/ Servicing and Infrastructure

A Functional Servicing Study was prepared by Baird Architecture + Engineering to determine how the proposed development will be serviced by sanitary, water and stormwater management infrastructure and whether the existing systems can accommodate the development concept. Overall, it was identified that the existing systems have the capacity for the proposed development. A summary of findings is included below:

Stormwater

The report notes that the site’s existing 150mm pipe connection will be replaced by a 250mm pipe that will connect directly to the existing 300mm storm sewer along Howard Avenue. A total peak flow of 29.29L/s was calculated for the proposed development. It was identified that the existing storm sewer would operate at a post development capacity of 56%. During the major storm events, the report noted that the flow will be restricted within the site using an orifice plate. The storage will be provided in the parking lot and swale. Erosion and sediment controls were also recommended to be implemented during construction.

Sanitary

The report notes that the proposed development will outlet into an existing 300mm diameter sanitary sewer located on Howard Avenue through the existing 150mm sanitary servicing connection. The estimated peak flow of the proposed development was 1.58%. It was identified that the existing sanitary sewer would operate at a post development capacity of 4.39%.

Water

The report identified two existing 25mm water service connections on the site, which will need to be abandoned as part of the proposed development. A new 150mm water service is required to be extended from the existing 200mm watermain on Howard Avenue. The service will be split into a 50mm line for domestic use and 150mm line for the proposed fire sprinkler system.

/ Parking

A Parking Study was required by the City to indicate that the supply of proposed parking spaces was sufficient for the development concept. Baird Architecture + Engineering was retained to carry out this study. The study noted that there was a deficit of 6 parking spaces, based on both the City of Windsor Zoning By-law. However, by the Institute of Transportation Engineers (ITE) Standards, a parking requirement of 25 spaces was calculated, which was met in full by the proposed development. The study identified a number of Transportation Demand Management (TDM) measures that were applicable to the project, which would reduce the reliance on personal vehicles. These measures included access to transit (~5-6 minute walk from project site) and inclusion of bicycle parking on-site. It was also noted that tenants may not own vehicles and therefore may not require a space as part of their tenancy in the building. Based on the ITE calculations and TDM measures, the study concluded that the parking rate of the proposed development was sufficient.

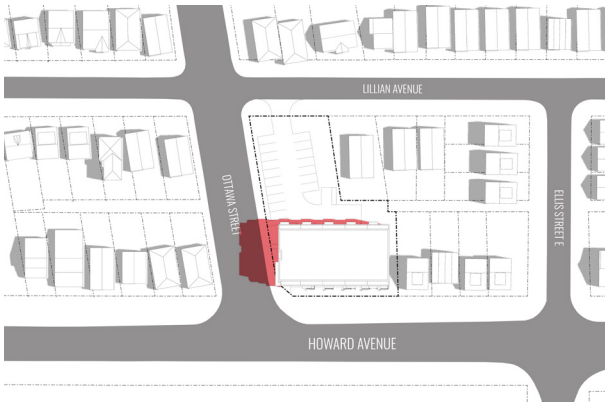
/ Sun/Shadow Study

Spring Equinox



9AM

March 21



12PM

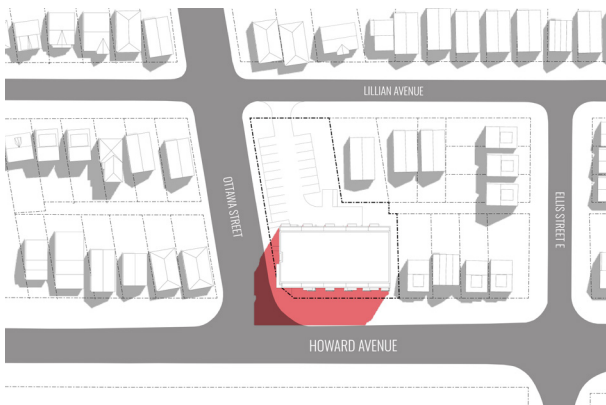
March 21



3PM

March 21

Summer Solstice



9AM

June 21



12PM

June 21



3PM

June 21

Autumn Equinox



9AM

June 21



12PM

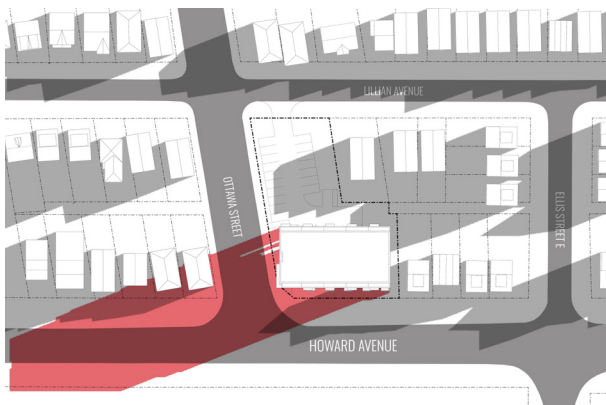
June 21



3PM

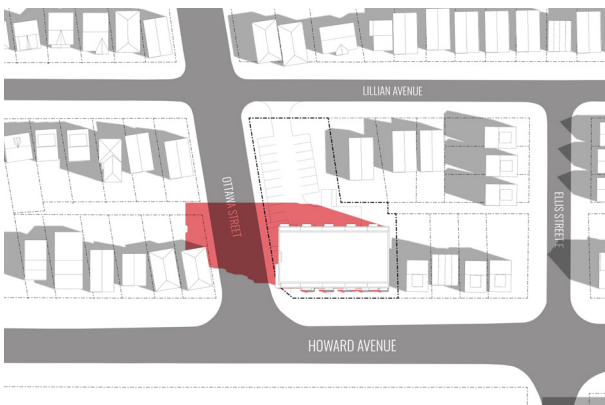
June 21

Winter Solstice



9AM

June 21



12PM

June 21



3PM

June 21

Note: The shadow study diagrams have been created by Siv-ik Planning and Design Inc. using industry-standard modeling practices to help illustrate how the sun moves across the project site and surrounding area. These graphics estimate the potential shadows that could be cast by the proposed development upon the existing surrounding context. The results of sun/shadow study are conceptual in nature and represent an interpretation of the potential building massing, surrounding built form and natural features. The simulated dates and times are based on standard best practice for shadow study analysis.

S7: PUBLIC CONSULTATION

S7.1 Our Program

We understand that change in neighbourhoods warrants conversation. Our community engagement program was designed to provide an opportunity for those who are interested to learn more about the vision for the site early on in the planning process and share their thoughts. The developer (Masotti Construction Inc.) and the project team are committed to engaging with local residents at multiple points in the process.

The timeline below shows a general overview of the steps in the planning process for 1360 & 1376 Howard Avenue and how those steps interact with our applicant-led community engagement program.

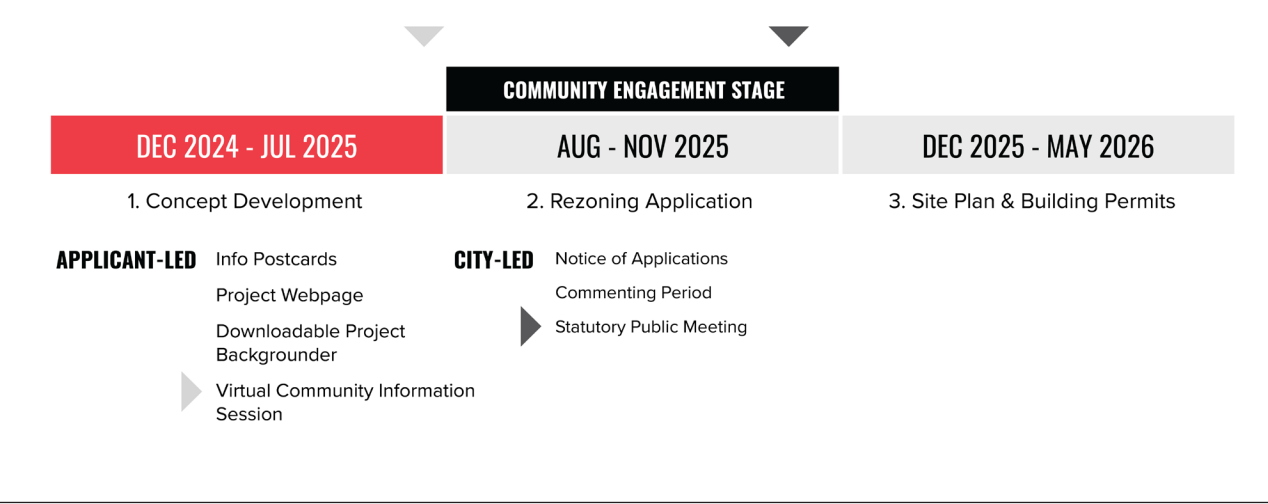


Figure 7. Engagement Program Overview

Feedback received through our outreach program is used to deepen our understanding of the local context and shape some elements of the design of the project, where possible. We acknowledge that change is difficult and that no outcome will satisfy all interested parties completely. As such, the project team cannot integrate everything suggested by our neighbours and the community at-large. However we commit to: providing residents with quality and up-to-date information about the project; helping residents to understand how they can participate in the process; asking for their thoughts and opinions; and sharing what we have heard and our team’s response to it.

ENGAGEMENT SUMMARY

Info Postcard

59 information postcards were circulated to surrounding homes and businesses to notify the local community (within 120m of the project site) of the planned redevelopment via direct mail and to direct them to the project website.

Project Website

A project website (www.siv-ik.ca/1360h) was launched on June 11, 2025 to provide a “home base” for sharing information and updates about the project and gathering feedback through an online feedback form. As of July 11, 2025 the project website had 18 unique project views. The project team has received one (1) sign-up for the project email list and no comments or questions from the feedback form. The project team will provide updates to the project website at the time that the formal Zoning By-law Amendment application is made to the City and send an email blast out to their mailing list.

Downloadable “Project Backgrounder” Publication

Siv-ik published a project backgrounder document to provide informative content regarding City planning policy, the planning process and the preliminary design principles that were established for the site. The backgrounder was made available for download on the project website.

Virtual Community Information Session

The project team hosted a Zoom webinar on June 25, 2025 to provide a live forum to share information directly with residents/participants and to facilitate a Q&A session with lead members of the project team. The Community Information Session was attended by one (1) member of the public, however no comments or questions were received during the meeting.

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S8: INTERPRETATION

S8.1 Purpose of this Brief

We understand that site’s are not blank slates. This Planning and Design Brief outlines the planning and design rationale for the development of 1360 & 1376 Howard Avenue in Windsor, ON. The Brief provides an overview of the proposed Zoning By-law Amendment and Concept Plan which is representative of the project team’s best thinking for the site’s development, considering the policy, regulatory and physical context and the end user. The Brief is meant to highlight the key factors that shape development on this site and help stakeholders to understand how those key factors have shaped the proposed Zoning By-law and Concept Plan.

S8.2 The Development Design

The proposed zone and special regulations are structured to facilitate a narrow range of desirable site design and built form outcomes, however, the zone is not tied to a specific development design. The proposed Zoning By-law Amendment will “lock-in” the key development and built form standards but will also allow for a degree of flexibility to address site and building design details through the future Site Plan Control application process. The specific development plans highlighted in the report are conceptual in nature and are subject to a degree of change through the future development design and approval process. The massing diagrams presented are not to be construed as buildings but rather an artist’s interpretation of typical elements found in buildings of a similar scale as what is contemplated through the proposed Zoning By-law Amendment.

S8.3 Stakeholder Engagement

The project team has carried out early communications/engagement with the Ward 3 and Ward 4 Councillors, City Administration (Planning & Building Services), and surrounding residents to inform the redevelopment vision for the site and looks forward to continuing to do so as the applications progress through the review process.



REFERENCES

1. City of Windsor Official Plan (2000).
2. City of Windsor Intensification Guidelines (2022).
3. City of Windsor Zoning By-law 8600
4. City of Windsor, MappMyCity (Last updated 2023).
5. City of Windsor, Windsor Municipal Heritage Register (Last updated February 2024).
6. Acoustical Report, prepared by Baird Architecture + Engineering, dated May 21, 2025.
7. Parking Justification Report, prepared by Baird Architecture + Engineering, dated May 21, 2025.
8. Functional Servicing Report, prepared by Baird Architecture + Engineering, dated May 21, 2025.

