

# **PLANNING RATIONALE REPORT**

## **ZONING BY-LAW AMENDMENT PROPOSED RESIDENTIAL DEVELOPMENT**

**475 to 479 Cabana Road West  
City of Windsor, Ontario**

**May 15, 2025**

**Prepared by:**



Tracey Pillon-Abbs, RPP  
Principal Planner  
Chatham, ON N7M 5J7  
226-340-1232  
[tracey@pillonabbs.ca](mailto:tracey@pillonabbs.ca)  
[www.pillonabbs.ca](http://www.pillonabbs.ca)

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# 1.0 INTRODUCTION

I have been retained by Andi Shallvari on behalf of B K Cornerstone Design Build Ltd. (herein the “Applicant”) to provide a land use Planning Rationale Report (PRR) in support of a proposed residential development to be located at 475-479 Cabana Road West (herein the “Site”) in the City of Windsor, Province of Ontario.

The Site, in Ward 1 (Roseland West Planning District), is currently made up of one (1) parcel of land, which is currently vacant.

An application to sever the parcel into two (2) lots was made in 2022 (B-065/22) and has yet to be completed.

The Site will be used for residential.

It is proposed to construct two (2) townhome dwellings (1 on each lot), each containing 3 residential dwelling units.

A total of 6 new residential dwelling units will be created.

Each unit will also have an Additional Dwelling Unit (ADU) for a total of 12 residential dwelling units.

A total of 15 parking spaces are proposed to be located at the rear of the Site.

The Site has access to full municipal services.

There is a future part noted on the reference plan described for a future Bell Canada easement.

A site-specific Zoning By-law Amendment (ZBA) is required in support of the proposed development.

Once the ZBA applications have been approved, the Applicant will proceed with a building permit.

Pre-consultation (stage 1) was completed by the Applicant (City File #PS 013/24). Comments were received and have been incorporated into this PRR.

Pre-application (stage 2) was completed by the Applicant (City File #PC-26-2025). Comments were received and incorporated into this PRR.

The purpose of this report is to review the relevant land use documents, including the Provincial Planning Statement 2024 (PPS), the City of Windsor Official Plan (OP), and the City of Windsor Zoning By-law (ZBL).

This PRR will show that the proposed development is suitable development, is consistent with the PPS, conforms to the intent and purpose of the OP and ZBL, and represents good planning.

## 2.0 SITE AND SURROUNDING LAND USES

### 2.1 Legal Description and Ownership

The Site is made up of one (1) interior lot located on the south side of Cabana Road West, west of Dougall Avenue and east of McGaw Avenue (see the area in **blue** on Figure 1 – Site Location).

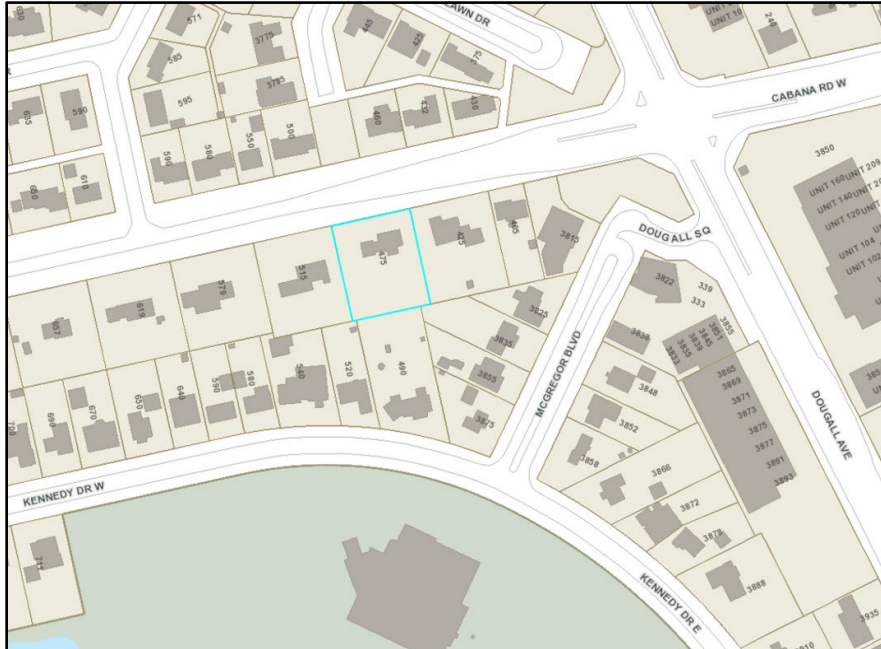


Figure 1 – Site Location (Source: Windsor GIS)

The Site is part of the Roseland West Planning District in the City of Windsor Ward 1.

An application to sever the parcel into two (2) lots was made in 2022 (B-065/22) and has yet to be completed.

The Site is owned, locally known as and legally described as follows:

Address	Legal Description	PIN	ARN	Owner	Purchased Date
475 Cabana Road West and 479 Cabana Road West, City of Windsor, Province of Ontario	PT LT 3 PL 1478 SANDWICH WEST AS IN R1173560; S/T EXECUTION 94-03288, IF ENFORCEABLE; S/T EXECUTION 97-00953, IF ENFORCEABLE; WINDSOR	01289-1426 LT	3739-080-100-11200-0000	BK Cornerstone Design Build Ltd.	2022

## 2.2 Physical Features of the Site

### 2.2.1 Size and Site Dimension

The entire Site, subject to the proposed development, consists of a total area of approximately 1,914.88 m<sup>2</sup> (0.19 ha), with 38.70 m of frontage along Cabana Road West, and with 49.48 m of depth.

### 2.2.2 Existing Structures and Previous Use

The Site is currently vacant.

The previous use was residential.

A previous single detached dwelling was demolished in 2023.

### 2.2.3 Vegetation and Soil

The property currently has a mown lawn and mature trees.

The soil of the Site is made up of Brookston Clay Sand - Spot Phase (B-s)

### 2.2.4 Topography and Drainage

The Site is generally level.

A portion of the Site is within the regulated area of the Essex Region Conservation Authority (ERCA).

The Site is part of the Turkey Creek Drainage area.

The Site is part of a Source Water Protection Area (Event Based Area).

### **2.2.5 Other Physical Features**

There is one (1) existing remnant driveway from Cabana Road West.

Fencing is located along a portion of the Site, owned by others.

### **2.2.6 Municipal Services**

The property has access to municipal water, storm, and sanitary services.

There are fire hydrants located close to the Site.

The road classification of Cabana Road West is a Class II arterial road.

Streetlights, bike lanes, and sidewalks are located along Cabana Road West.

The Site has access to transit with the closest bus stop located directly in front of the Site on Cabana Road West (Stop ID 14155, Bus 7).

The Site has access to major transportation corridors, including Hwy 401, Huron Church Road, and Dougall Avenue.

### **2.2.7 Nearby Amenities**

There are several schools nearby, including Southwood Public School, St. Gabriel Catholic Elementary School and Roseland Public School.

There are many parks, trails, and recreation opportunities in close proximity to the Site, including Central Park, Roseland Golf and Curling Club, Kenilworth Park and Dynasty Park.

The nearest libraries are the St. Clair College Library and Budimir Public Library.

There is nearby shopping in the form of plazas and malls, as well as employment, places of worship, and local amenities.

## **2.3 Surrounding Land Uses**

Overall, the Site is in an existing settlement area that is in transition.

Cabana Road West has a mix of land uses in the area, including commercial, institutional, and residential uses.

A site visit was conducted, and photos were taken on Sept 26, 2023, by Pillon Abbs Inc.

**North** – The lands directly north of the Site, are used for residential use (see Photo 1 – North).



Photo 1 – North

**South** – The lands directly south of the Site, are used for residential use and front onto Kennedy Drive West (see Photo 2 - South).



Photo 2 – South



**East** – The lands directly east of the Site are used for residential use (see Photo 3 - East).



Photo 3 – East

**West** – The lands directly west of the Site are used for residential use as well as a paved trail (see Photo 4 - West).



Photo 4 – West

## **3.0 DEVELOPMENT PROPOSAL**

### **3.1 Proposal**

The Site, in Ward 1 (Roseland West Planning District), is made up of one (1) parcel of land which are currently vacant.

An application to sever the parcel into two (2) lots was made in 2022 (B-065/22) and has yet to be completed.

The Site will be used for residential.

It is proposed to construct two (2) townhome dwellings (1 on each lot), each containing 3 residential dwelling units.

A total of 6 new residential dwelling units will be created.

Each unit will also have an Additional Dwelling Unit (ADU) for a total of 12 residential dwelling units.

A total of 15 parking spaces are to be located at the rear of the Site.

A concept plan has been prepared (see Figure 2a –Concept Plans).

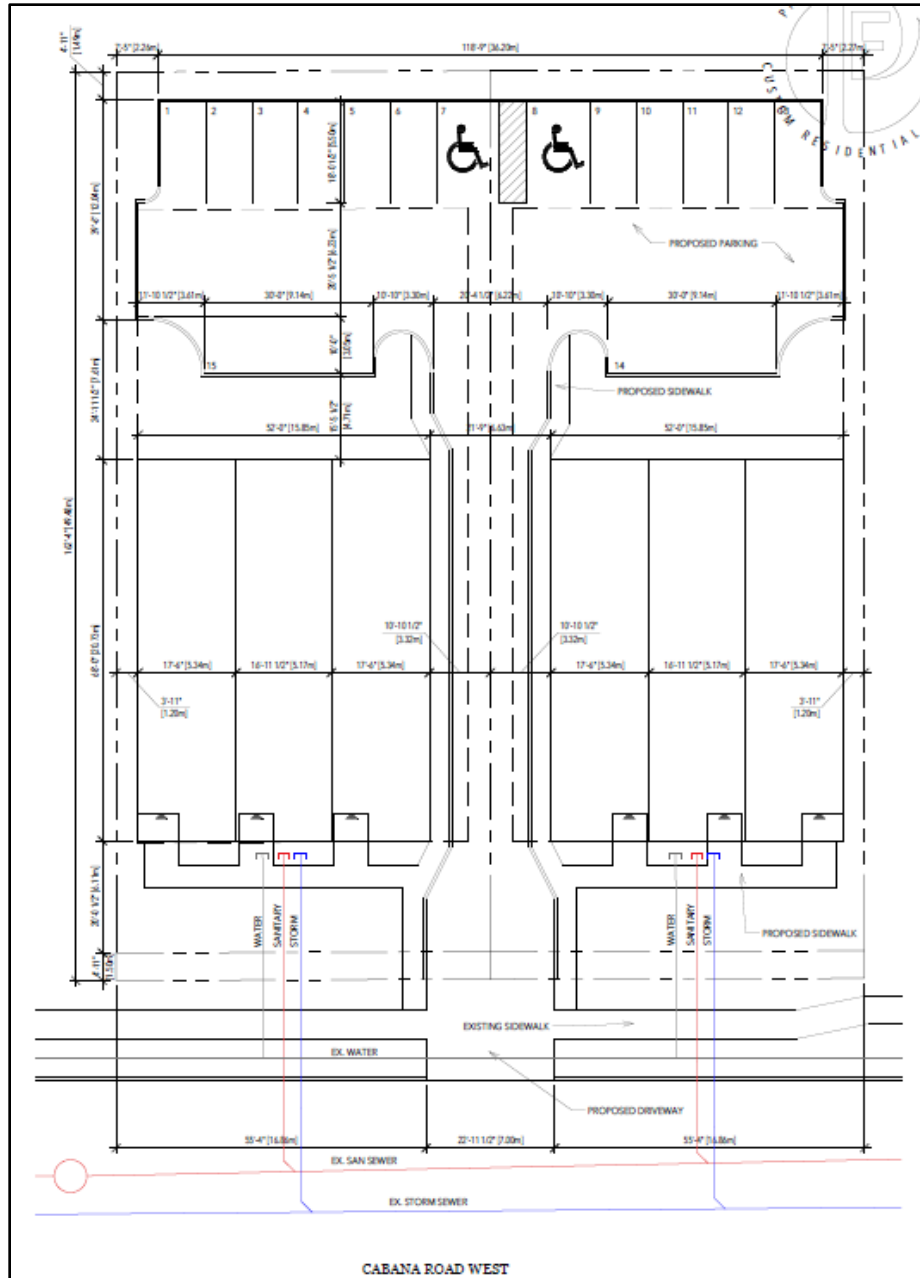


Figure 2a –Concept Plans

The Concept Plan is preliminary in order to illustrate how the Site can be developed. The final design of the Site will be provided at the time of the required building permit.

Each townhome dwelling will occupy a total of 328.57 m<sup>2</sup> of the Site and will be a total of 3 storeys.

Based on the total lot area (0.19 ha) and the proposed number of units (6), the total residential density of the Site will result in 31.58 units per hectare (uph).

Elevations of the proposed building have been prepared (see Figure 2b – Elevations).



Figure 2b – Elevations

The Elevations are preliminary in order to illustrate how the Site can be developed. The final design of the Site will be provided at the time of the required building permit.

The proposed building will face Cabana Road West.

Pedestrian access to the building will be from the north.

Amenity space will be provided.

Landscaping, buffering and bicycle parking will be provided as part of the final design.

Vehicle access from Cabana Road West is proposed with the installation of a new 7.00 m driveway.

The Site will be connected to full municipal services.

The refuse (garbage and recycling) will be located inside and taken to the curb.

## 3.2 Public Consultation Strategy

In addition to the statutory public meeting, the *Planning Act* requires that the Applicant submit a proposed strategy for public consultation with respect to an application as part of the complete application requirements.

As part of a public consultation strategy, in addition to the statutory public meeting, an informal electronic public open house was held with area residents and property owners on Wednesday, July 24, 2024, from 6:00 pm to 7:00 pm.

The open house provided members of the public with opportunities to review and comment on the proposed development.

A total of 111 notices were mailed out, which represent a **200 m** radius from the Site.

The notice included the following proposal:

*It is proposed to construct a new 3 storey multiple dwelling with a total of 18 dwelling units. On site parking for 25 vehicles with access from Cabana Road West is proposed.*

Including the City of Windsor Staff and the Applicant's representatives, a total of 45 people registered and attended the open house.

Emails, letters, and phone calls were also received.

Additional meetings with the Applicant and the neighbours were also conducted on-site.

As set out in the City of Windsor OP, the following is a summary of the comments and responses from the public open houses:

Topic Item	Comment and Questions	Response
OPA 159	When did this policy come into effect?	The OPA was approved in July of 2022.
	How were people notified?	The notification was published on the City website and in the local newspaper.
	Why did the zoning not get done at the same time?	Zoning is left to a case-by-case review.

Topic Item	Comment and Questions	Response
	We need to help fight the City regarding this and the other developments in the area.	
Traffic	<p>It is difficult now.</p> <p>Why put more cars on the road?</p> <p>A TIS should be completed.</p> <p>Cabana Rd is not safe.</p> <p>There have been incidents and accidents.</p> <p>There will be moving trucks.</p>	<p>The road is a Class II arterial roadway which is made for cars.</p> <p>The roadway has recently been upgraded.</p> <p>A TIS is not warranted for this type of development.</p>
Trees	<p>There are 20 trees on the Site.</p> <p>Will they be removed?</p>	A TIPP will be prepared.
Neighbourhood	<p>Development does not conform with the area/neighbourhood.</p> <p>There is no respect for this area.</p> <p>Come up with something the people will be happy with and do not listen to the City.</p> <p>Wrong way of thinking.</p> <p>Student and bridge employees are leaving the area, so there is no need.</p> <p>Families have invested into the area.</p> <p>Select another area. Find a bigger-sized lot.</p> <p>Too close to Dougall.</p>	The proposed development will be designed to be compatible with its surroundings.

Topic Item	Comment and Questions	Response
	<p>Walker and Ducharme is sitting empty. Blight will be created</p> <p>Do not turn it into a Walker Rd.</p> <p>This will impact the north side of Cabana Road as well.</p>	
Building Type	<p>SFD should be built or a 4-plex.</p> <p>Saturation of apartments.</p> <p>Townhomes should look like the ones on Walker Rd (brownstone).</p> <p>2 towns or 2 x 4 plex is better.</p>	The proposed townhomes are an appropriate type of building for the Site.
Height and Scale	<p>The height is too high.</p> <p>This is a high-rise.</p> <p>The scale does not blend with the area.</p>	The proposed height will be similar to that of a single detached dwelling.
Density	<p>Adding density is not a good idea.</p> <p>Consider something smaller.</p> <p>Divide into 4 lots for seniors.</p>	The density is considered appropriate for the Site.
Tenure and Price	<p>Sell or rent?</p> <p>What will the price be?</p>	<p>TBD.</p> <p>The price will depend on the market at the time of building completion.</p>
Bedrooms	<p>How many?</p> <p>What size?</p>	<p>700 ft2 to 800 ft2</p> <p>Studio or 1/2 bedroom</p>
Students	Will these be for students?	We cannot zone for people.
Parking	<p>You need more parking.</p> <p>You might need 4 parking spaces per unit.</p>	<p>The Applicant will look at different options.</p> <p>On site parking is proposed.</p> <p>Visitor parking will be marked.</p>

Topic Item	Comment and Questions	Response
	<p>Parking at the back is an issue.</p> <p>Where do visitor park?</p> <p>Will there be an office, and will they need parking?</p> <p>Parking should be in the front yard, there will be no backyards</p> <p>People will park on the road in Roseland.</p> <p>Deliveries will not work (ie Amazon).</p>	No office is proposed.
Privacy and Quality of Life	<p>This will impact our privacy.</p> <p>Invasion of privacy.</p> <p>Privacy of backyards is impacted.</p> <p>Quality of life will be reduced.</p>	<p>The proposed development does not anticipate having any impacts on shadowing.</p> <p>Buffering can be provided, such as fencing and tree plantings.</p>
Lot Frontage	What is the frontage of the lot?	The lot width is 37.70 m in total.
Sewers	<p>Sewers cannot take all the water.</p> <p>This will cause flooding.</p> <p>ERCA regs are an issue, not a lot of green space.</p>	Stormwater will be managed.
Affordability	<p>This will not be affordable.</p> <p>No one cares about affordable housing.</p> <p>There is not enough profit for developers.</p> <p>This will not support new home ownership.</p>	Tenure of the units will be reviewed by the Applicant.



Topic Item	Comment and Questions	Response
	Condo would be better/but still not affordable.	
Property Values and Taxes	Devaluation of property.  How much property taxes will the City get?	Values may go down, but they may also go up.  Taxes are based on MPAC assessment.
Past Severance	Why did the severance not get completed for 2 new houses?	No interest in SFD
Transit and Active Transportation	There is a bus stop at the proposed location of the driveway.  Transit and bike lanes are not effective in the City.	Noted.

## **4.0 PROPOSED APPLICATION AND AMENDMENT**

Pre-consultation (stage 1) was completed by the Applicant (City File #PS 013/24). Comments were received and have been incorporated into this PRR.

Pre-application (stage 2) was completed by the Applicant (City File #PC-26-2025). Comments were received and incorporated into this PRR.

The proposed development requires an application for a Zoning By-law Amendment (ZBA).

The following explains the purpose of the applications as well as a summary of the required support studies.

### **4.1 Zoning By-law Amendment**

A site-specific Zoning By-law Amendment (ZBA) is required in support of the proposed development.

The current zoning of the Site, subject to development, is 'Residential District 1.4 (RD1.4)' category as shown on Map 9 of the City of Windsor Zoning By-law #8600.

It is proposed that the zoning be changed to 'Residential District 2.2 (RD2.2)' to permit townhomes.

No relief from zoning provisions is being requested.

The ZBA is detailed, and the justification is set out in Section 5.1.3 of this PRR.

### **4.2 Other Applications**

Once the ZBA application has been approved, the Applicant will proceed with a building permit.

The final design of the Site will be provided at the time of the required building permit.

The proposed development is not subject to Site Plan Control (SPC).

### **4.2 Supporting Studies**

The following supporting studies have been prepared as part of the application.

#### **4.3.1 Servicing**

A Functional Servicing Report (FSR) was prepared by BairdAE, Architecture and Engineering, dated April 3, 2025, and further revised May 15, 2025.

The purpose of the report was to address stormwater management quantity and quality control, along with storm, sanitary and water connection requirements to accommodate the construction of a new development.

No concerns were noted in the report.

#### **4.3.2 Design**

An Urban Design Brief (UDB) was determined by the City to not be required.

#### **4.3.2 Trees**

A Tree Preservation and Protection Plan (TIPP) has been completed which identified the location of the existing trees.

## 5.0 PLANNING ANALYSIS

### 5.1 Policy and Regulatory Overview

#### 5.1.1 Provincial Planning Statement

The Provincial Planning Statement, 2024 (PPS) provides policy direction on matters of provincial interest related to land use planning and development.

The PPS was issued under Section 3 of the Planning Act (Act) and came into effect on October 20, 2024, and all decisions affecting planning matters shall be consistent with policy statements issued under the Act.

The following provides a summary of the key policy considerations of the PPS as it relates to the proposed development.

PPS Policy #	Policy	Response
Chapter 1 - Vision	Ontario will increase the supply and mix of housing options, addressing the full range of housing affordability needs. Every community will build homes that respond to changing market needs and local demand. Providing a sufficient supply with the necessary mix of housing options will support a diverse and growing population and workforce, now and for many years to come.	The proposed development provides more housing.
Chapter 2.1.4 – Buildings Homes, Sustaining Strong and Competitive Communities	To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall: a) maintain at all times the ability to accommodate residential growth for a	The proposed development will help provide for a new housing option and density to meet the needs of the City.  Full municipal services are available.

PPS Policy #	Policy	Response
	<p>minimum of 15 years through lands which are designated and available for residential development; and</p> <p>b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.</p>	
2.1.6	<p>Planning authorities should support the achievement of complete communities by:</p> <p>a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;</p> <p>b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society;</p>	<p>The proposed development is consistent with the policy to achieve complete communities as the Site is located in an existing built up area.</p> <p>The proposed development will provide for more housing.</p> <p>The Site has access to transportation options (including transit and active transportation), public service facilities, other institutional uses, libraries, and parks.</p> <p>Accessibility will be addressed at the time of the building permit.</p>
2.2.1 - Housing	<p>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:</p> <p>a) establishing and implementing minimum</p>	<p>The proposed development is a new housing option for the area.</p> <p>The proposed development supports the City's housing targets.</p>

PPS Policy #	Policy	Response
	<p>targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;</p> <p>b) permitting and facilitating:</p> <ol style="list-style-type: none"> <li>1. all housing options required to meet the social, health, economic and well being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and</li> <li>2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;</li> </ol> <p>c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and</p> <p>d) requiring transit-supportive development and prioritizing</p>	<p>The needs of the residents can be accommodated as the Site is located near local amenities.</p> <p>The Site offers an opportunity for intensification and infilling.</p> <p>The proposed density is appropriate for the Site.</p>

PPS Policy #	Policy	Response
	intensification, including potential air rights development, in proximity to transit, including corridors and stations.	
2.3.1.1 – Settlement Area	Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.	The Site is located in an existing settlement area of the City of Windsor.
2.3.1.2	Land use patterns within settlement areas should be based on densities and a mix of land uses which: a) efficiently use land and resources; b) optimize existing and planned infrastructure and public service facilities; c) support active transportation; d) are transit-supportive, as appropriate.	<p>The Site offers an opportunity for intensification.</p> <p>The total density of the proposed development is considered appropriate.</p> <p>The design and style of the proposed building will blend well with the scale and massing of the existing surrounding area.</p> <p>The proposed development is an efficient use of the Site.</p> <p>Residents will have immediate access to local amenities.</p> <p>Transit and active transportation are available in the area.</p> <p>The Site is located close to major roadways.</p>
2.3.1.3	Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by	The proposed development provides an infill opportunity for an existing parcel of land.

PPS Policy #	Policy	Response
	planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.	The Site was always intended for residential use.  The design of the proposed development will provide a compact form.
2.3.1.4	Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.	The City has established targets. The proposed development will assist in meeting those targets as the Site is located in an existing built-up area and will add new residential housing.
2.3.1.6	Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.	The Site has access to existing infrastructure and nearby public service facilities.
Chapter 3.1.1 – Infrastructure and Facilities	Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs.	The proposed development has access to full municipal services.  There are nearby public service facilities.
3.3.3 - Transportation	Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.	The proposed development will not have a negative impact on nearby transportation and infrastructure corridors.
3.6.2	Municipal sewage services and municipal water services are the preferred form of	The proposed development will be serviced by municipal sewer, water and storm,



PPS Policy #	Policy	Response
	servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.	which is the preferred form of servicing for settlement areas.
4.1.1 – Natural Heritage	Natural features and areas shall be protected for the long term.	There are no natural heritage features that impact the Site.  A TIPP will be provided.
4.2 - Water	Planning authorities shall protect, improve or restore the quality and quantity of water by: b) minimizing potential negative impacts, including cross-jurisdictional and cross-watershed impacts;	A portion of the Site is within the regulated area of ERCA.  Permits will be obtained, if required.
Chapter 5.1.1 – Protecting Public Health and Safety	Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.	There are no natural or human-made hazards that apply to this Site.  There is no risk to the public.

Therefore, the proposed development is consistent with the PPS and the Province's vision for long-term prosperity and social well-being.

5.1.2 Official Plan

The City of Windsor Official Plan (OP) was adopted by Council on October 25, 1999, approved in part by the Ministry of Municipal Affairs and Housing (MMAH) on March 28, 2000, and the remainder approved by the Ontario Municipal Board (OMB) on November 1, 2002. Office consolidation version is dated September 7, 2012.

The OP implements the PPS and establishes a policy framework to guide land use planning decisions related to development and the provision of infrastructure and community services throughout the City.

The Site is part of the Roseland West Planning Area, as shown on Schedule A: Planning Districts & Policy Areas.

The current land use designation of the Site, subject to development, is 'Mixed Use Corridor', as shown on Schedule D: Land Use Plan of the City of Windsor Official Plan (see Figure 3 –OP).



Figure 3 – OP

The following provides a summary of the key policy considerations of the OP as it relates to the proposed development.

OP Policy #	Policy	Response
3.1	The planning of Windsor's future is guided by the following vision taken from Dream Dare Do – The City of Windsor Community Strategic Plan:	The proposed development will support the City's economy by providing new townhomes with residential uses in an existing built-up area.

OP Policy #	Policy	Response
	<p>“Windsor is a quality city full of history and potential, with a diverse culture, a durable economy, and a healthy environment where citizens share a strong sense of belonging and a collective pride of place.”</p>	<p>Overall, the Site is in an existing settlement area that is in transition.</p> <p>Cabana Road West has a mix of land uses in the area which includes commercial, institutional, and residential uses.</p>
3.2 – Growth Concept	<p>Mixed use developments will be encouraged with strong pedestrian orientations and to support public transit. This concept will enable Windsor to continue its growth and foster a vibrant economy, while ensuring a safe, caring and diverse community and a sustainable, healthy environment.</p>	<p>The proposed development provides a use that supports pedestrian orientations and public transit due to its location in an existing built-up area.</p>
3.2.3.1	<p>Windsor will work toward achieving a sustainable transportation system where all modes of transportation can play a more balanced role. The creation of mixed use and employment centres will allow businesses and services to be closer to homes and allow greater opportunities for walking, cycling and transit.</p>	<p>The intent is to construct 2 new townhomes in an area in an existing built-up area.</p> <p>This allows residents to easily access amenities, employment and public transit.</p>
4.0 – Healthy Community	<p>The implementing healthy community policies are interwoven throughout the remainder of the Plan, particularly within the Environment, Land Use, Infrastructure and Urban Design chapters, to ensure their consideration and application as a part of the planning process.</p>	<p>The proposed development will support the City’s goal of promoting a healthy community in order to live, work, and play.</p> <p>The proposed development is close to nearby transit, employment, shopping, local amenities, and parks/trails.</p>
6.0 - Preamble	<p>A healthy and livable city is one in which people can enjoy</p>	<p>The proposed development supports the policy set out in</p>

OP Policy #	Policy	Response
	a vibrant economy and a sustainable healthy environment in safe, caring and diverse neighbourhoods. In order to ensure that Windsor is such a city, Council will manage development through an approach which balances environmental, social and economic considerations.	the OP as it is suited for addressing the residential needs of the City.
6.1 - Goals	<p>In keeping with the Strategic Directions, Council's land use goals are to achieve:</p> <p>6.1.1 Safe, caring and diverse neighbourhoods.</p> <p>6.1.3 Housing suited to the needs of Windsor's residents.</p> <p>6.1.10 Pedestrian oriented clusters of residential, commercial, employment and institutional uses.</p>	<p>The proposed development supports the goals set out in the OP as it provides for the development of a parcel of land that is in an area of transition.</p> <p>The proposed residential use will provide a new housing choice in an existing built-up area.</p>
6.2.1.2 – General Policies, Types of Development Profile	<p>For the purpose of this Plan, Development Profile refers to the height of a building or structure. Accordingly, the following Development Profiles apply to all land use designations on Schedule D: Land Use unless specifically provided elsewhere in this Plan:</p> <p>(a) <b>Low Profile developments are buildings or structures generally no greater than three (3) storeys in height;</b></p> <p>(b) Medium Profile developments are buildings or structures generally no greater</p>	<p>The proposed development is considered a <b>low profile mixed use</b> development as it is proposed to have 3 storeys constructed on the Site.</p>

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	<p>than six (6) storeys in height; and</p> <p>(c) High Profile developments are buildings or structures generally no greater than fourteen (14) storeys in height.</p>	
6.5.3.1 – Mixed Use Corridor	<p>Uses permitted in the Mixed Use Corridor land use designation are primarily retail, wholesale store and service oriented uses and, to a lesser extent, office uses.</p> <p>Medium and High Profile residential uses either as standalone buildings or part of a commercial-residential mixed use buildings shall be throughout the Corridors.</p>	<p>Low Profile is proposed based on the size of the Site rather than the medium and high profile buildings.</p> <p>The development will be designed with a pedestrian orientation and foster a distinctive and attractive area identity.</p> <p>The design will address compatibility. It will take into consideration a transition between land uses using an appropriate amount of setbacks and buffering.</p>
6.5.3.3 - Street Presence	<p>Council will encourage Mixed-Use Corridor development to provide a continuous street frontage and presence. Accordingly, development along a Mixed-Use Corridor shall be:</p> <p><b>a) no more than four storeys in height, except on lands at an intersection of any combination of the following roads:</b> Class I Arterial Road, Class II Arterial Road, Class I Collector, or Class II Collector Road. The height of buildings shall generally not exceed the width of the road right-of-way abutting the development site; and</p> <p><b>b) Notwithstanding the identified maximum building</b></p>	<p>Cabana Road West is in transition.</p> <p>The proposed building will face Cabana Road West.</p> <p>The proposed height will be 3 storeys.</p> <p>Parking is to be located on site.</p> <p>The design will address compatibility. It will take into consideration a transition between land uses using an appropriate amount of setbacks and buffering.</p>

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	height, the Council may consider additional height, where the Council is satisfied that the proposed height achieves compatible development, and where appropriate transitions to abutting lower scale development are established. Appropriate transitions may be achieved through the implementation of regulatory techniques including, but not limited to new height limitations, enhanced building setbacks and step backs, enhanced landscape buffers and planting requirements and/or the implementation of an angular plane. Permissions for taller buildings may be established through a site specific Zoning Bylaw Amendment. c) encouraged to locate the buildings at the street frontage lot line with parking accommodated at the rear of the Site.	
6.5.3.4 – Infill & Consolidations	Council shall promote the infilling and consolidation of existing Mixed Use Corridors.	<p>The proposed residential use building is a form of infill development.</p> <p>Two parcels of land will be maintained.</p> <p>The City's Intensification Guidelines have been reviewed.</p> <p>The final design of the building will be addressed as part of building permit approval.</p>
6.5.3.6 – Location Criteria	Mixed Use Corridor development shall be located where: (a) there is access to	Access will only be from Cabana Road West, which is a Class II arterial roadway.

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	<p><b>Class I</b> or Class II Arterial Roads or Class I Collector Roads; (b) full municipal physical services can be provided; and (c) commercial related traffic can be directed away from residential areas.</p>	<p>Full municipal services are available, which is the preferred type of servicing.</p> <p>All traffic will use Cabana Road West.</p>
6.5.3.7 – Evaluation Criteria	<p>At the time of submission, the proponent shall demonstrate to the satisfaction of the Municipality that a proposed commercial development is:</p> <p>(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; (ii) within a site of potential or known contamination; (iii) where traffic generation and distribution is a provincial or municipal concern; and (iv) adjacent to sensitive land uses and/or heritage resources.</p> <p>(b) in keeping with the goals, objectives and policies of any secondary plan or guideline plan affecting the surrounding area; (c) capable of being provided with full municipal physical services and emergency services; (d) provided with adequate off-street parking; (e) compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and</p>	<p>This PRR has addressed the provisions of the OP and provincial legislation.</p> <p>There are no development constraint areas.</p> <p>There are no secondary plans that impact the Site.</p> <p>The proposed development will include pedestrian connections, landscaping, and amenity space.</p> <p>Amenity space is provided, including private balconies, outdoor seating areas, and an indoor common room.</p> <p>The proposed scale and massing do not cause any negative impact on the enjoyment of abutting properties (ie shadow).</p> <p>The proposed townhome dwellings will provide an appropriate transition between uses, including an appropriate amount of setbacks.</p>

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	landscaped areas; and (f) acceptable in terms of the proposal's market impacts on other commercial areas (see Procedures chapter).	
6.5.3.8 – Design Guidelines	<p>The following guidelines shall be considered when evaluating the proposed design of a Mixed Use Corridor development: (a) the ability to achieve the associated policies as outlined in the Urban Design chapter of this Plan; (b) the provision of appropriate landscaping or other buffers to enhance: (i) all parking lots, and outdoor loading and service areas; and (ii) the separation between the use and adjacent sensitive uses, where appropriate; (c) as a general rule, the height of buildings are consistent with the height of buildings which characterize the Mixed Use Corridor. Where Council deems it desirable that higher profile development be permitted in an existing Mixed Corridor, the development should be built at a human scale by utilizing one or both of the following measures: (i) treatment of the lower floors of building(s) to provide continuity; and/or (ii) setting back the upper floors of building(s) from the street to avoid overpowering effects at-grade; (d) where possible, parking is located in the rear of the property to encourage continuous building facades adjacent to the street; (e) measures are</p>	<p>The design and style of the proposed building will blend well with the scale and massing of the surrounding area.</p> <p>The majority of lands surrounding the Site are transitioning.</p> <p>The proposed residential use will provide new housing options for the neighbourhood.</p> <p>The Site will have pedestrian connections.</p> <p>The building will face Cabana Road West.</p> <p>Access will be from Cabana Road West.</p> <p>Parking will be located on site.</p> <p>Pedestrian connections from the building to the parking area will be marked.</p> <p>The proposed development will blend with the existing character of the surrounding area.</p>



OP Policy #	Policy	Response
	taken in site design which provide for ease of access for pedestrians between the public sidewalk and building main entrances in a manner which is distinguishable from access provided for vehicles; and (f) Council will adopt Design Guidelines that will assist in the design and review of development applications in a manner that will ensure implementation of these policies.	
7.0 - Infrastructure	The provision of proper infrastructure provides a safe, healthy and efficient living environment. In order to accommodate transportation and physical service needs in Windsor, Council is committed to ensuring that infrastructure is provided in a sustainable, orderly and coordinated fashion.	The proposed development is close to nearby transit, off a major roadway, and has access to full municipal services.
8.1 – Urban Design	A memorable, attractive and liveable city is one where people feel comfortable and are inspired by their surroundings. The physical systems and built form of the City are also designed to protect, maintain and improve the quality of life for present and future generations by integrating the principles of sustainability and place making. In order for Windsor to be such a city, Council is committed to urban design principles that enhance the enjoyment and image of Windsor and its people.	<p>The final design of the proposed building will be addressed as part of the building permit approval.</p> <p>The City's Intensification Guidelines have been reviewed.</p> <p>The final design of the building will incorporate a transition between land uses.</p>

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8.7.2.3 – Built Form, infill development	<p>Council will ensure that proposed development within an established neighbourhood is designed to function as an integral and complementary part of that area's existing development pattern by having regard for:</p> <ul style="list-style-type: none"> <li>(a) massing;</li> <li>(b) building height;</li> <li>(c) architectural proportion;</li> <li>(d) volumes of defined space;</li> <li>(e) lot size;</li> <li>(f) position relative to the road;</li> <li>(g) building area to site area ratios;</li> <li>(h) the pattern, scale and character of existing development;</li> <li>(i) exterior building appearance; and</li> <li>(j) Council adopted Design Guidelines that will assist in the design and review of applications for development in accordance with the policies noted above</li> </ul>	<p>The proposed development will be a natural integration of the established area.</p> <p>The Site is in an area of transition.</p> <p>The proposed townhomes will provide an appropriate transition between the roadway and the residential uses to the south.</p> <p>Massing – the proposed building will be limited to 3 storeys which will blend well with the low profile scale and massing of the existing surrounding area.</p> <p>Building height – there are no impacts on privacy or shadowing on abutting properties based on the proposed building height. This is similar to the height of a three story single detached dwelling.</p> <p>Architectural proportion – the proposed visual effect of the relationship of the proposed development will blend well with the immediate area.</p> <p>Volume of defined space – the proposed design and layout of the development includes appropriate setbacks and lot coverage.</p> <p>The parking area will be constructed according to city standards and provide appropriate space.</p>

OP Policy #	Policy	Response
		<p>Lot size – the existing parcel is appropriate for the development. It allows for on-site parking, sidewalks, amenity space, and landscaping.</p> <p>Building area – appropriate lot coverage is proposed. The proposed building will not negatively impact the private use and enjoyment of area residents.</p> <p>Pattern, scale, and character – the style of development will blend well with the scale and massing of the existing low profile surrounding area.</p> <p>Exterior building appearance – the proposed building will be designed professionally and aesthetically pleasing.</p> <p>Intensification Guidelines – transition can be achieved through buffering that will include landscaping where transition is most sensitive and additional setbacks.</p>

Therefore, the proposed development will conform with the purpose and intent of the City of Windsor OP.

### 5.1.3 Zoning By-law

The City of Windsor Zoning By-law (ZBL) #8600 was passed by Council on July 8, 2002, and then a further Ontario Municipal Board (OMB) decision was issued on January 14, 2003.

A ZBL implements the PPS and the City OP by regulating the specific use of property and provide for its day-to-day administration.

According to Map 9 attached to the ZBL the Site is currently zoned Residential District 1.4 (RD1.4) category (see Figures 4 – ZBL).

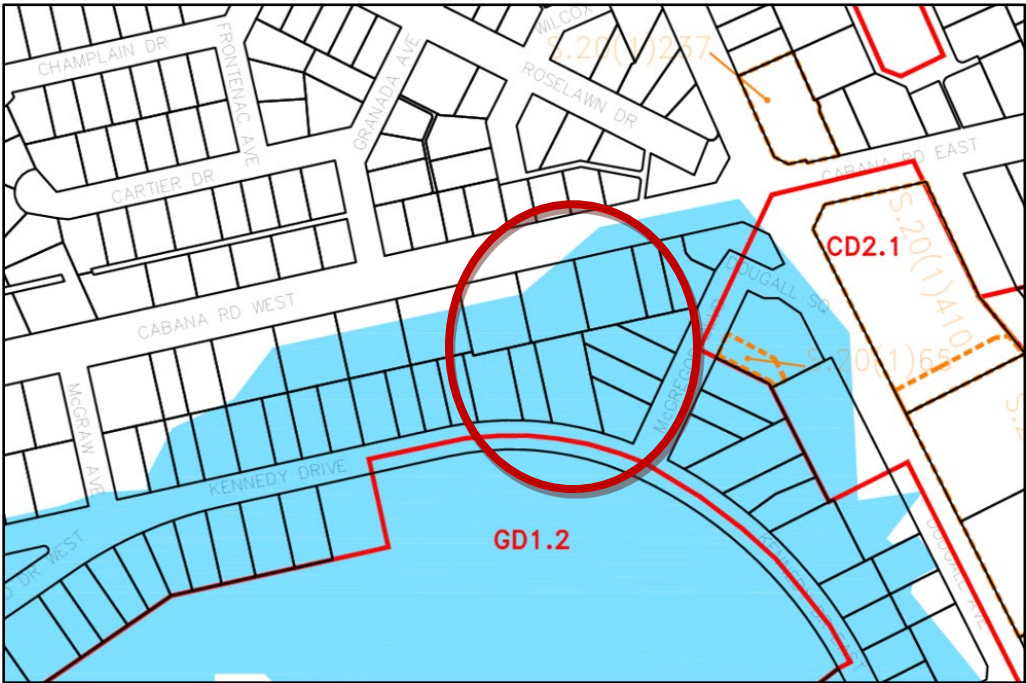


Figure 4 – ZBL

A site-specific ZBA is required for the proposed development.

*TOWNHOME DWELLING means one dwelling vertically divided into a row of three or more dwelling units attached by common interior walls, each wall having a minimum area above grade of 10.0 sq. m., and man include, where permitted by Section 5.99.80, additional dwelling units. A semi-detached dwelling is not a townhome dwelling.*

It is proposed to change the zoning to ‘Residential District 2.2 (RD2.2)’ to permit townhomes.

A review of the RD2.2 zone provisions, as set out in Section 15.2 of the ZBL is as follows:

Zone Regulations	Required RD2.2 Zone	Proposed	Compliance and/or Relief Requested with Justification
Permitted Uses	One <i>Double Duplex Dwelling</i> One <i>Duplex Dwelling</i>	<b>Townhome Dwellings</b>  2 parcels of land – one on each parcel	Subject to ZBA.

Zone Regulations	Required RD2.2 Zone	Proposed	Compliance and/or Relief Requested Justification with
	One <i>Multiple Dwelling</i> containing a maximum of four <i>dwelling units</i> One <i>Semi-Detached Dwelling</i> One <i>Single Unit Dwelling</i> <b>Townhome Dwelling</b> Any use accessory to any of the preceding uses		
Lot Width – minimum	20.0 m	20.364 m (Parts 1 and 3)  And  20.363 m (Parts 2 and 4)	Complies
Lot Area – per dwelling unit – minimum	200.0 m <sup>2</sup>	957.44 m <sup>2</sup> (each lot)	Complies
Lot Coverage – maximum	45.0 %	40.0 %	Complies
Main Building Height - maximum	9.0 m	9.0 m – to be confirmed at the time of building permit	Complies
Front Yard Depth – minimum	6.0 m	6.11 m	Shall comply
Rear Yard Depth – minimum	7.50 m	19.65	Shall comply
Side Yard Width – minimum	1.20 m	1.20	Shall comply

Zone Regulations	Required RD2.2 Zone	Proposed	Compliance and/or Relief Requested with Justification
Parking Requirements 24.20.5.1	<p>Townhome Dwelling without an attached garage or carport - 1.25 for each dwelling unit</p> <p><b>1.25 x 3 = 3.75 (3 rounded down) per lot</b></p> <p><b>1 x 3 ADU = 3</b></p> <p><b>TOTAL = 6 (per lot)</b></p>	<p>15 parking spaces total</p> <p>Lot 1 – 8</p> <p>Lot 2 – 7</p> <p>Includes 2 barrier free parking space (1 on each lot)</p>	Complies
Parking Area Separation - minimum 25.5.20	<p>.2 any other street – 3.00 m</p> <p>.3 an interior lot line or alley – 0.90 m</p> <p>.5 A building wall in which is located a main pedestrian entrance facing the parking area – 2.0 m</p> <p>.6 A building wall containing a habitable room window or containing both a main pedestrian entrance and a habitable room window facing the parking area where the building is located on the same lot as the parking area - 4.50 m</p>	TBD – at the time of building permit	Shall Comply

<b>Zone Regulations</b>	<b>Required RD2.2 Zone</b>	<b>Proposed</b>	<b>Compliance and/or Relief Requested with Justification</b>
Bicycle Parking – minimum Table 24.30.1.1	1 to 9 = 0 (each lot)	TBD – at the time of building permit	Complies
Access Area Section 25	7.00 m	7.00 m – to be confirmed at the time of building permit	Complies

Therefore, the proposed development will comply with the purpose and intent of the ZBL.

Further, all zone provisions set out in the RD2.2 Zone shall be complied with.

## **6.0 SUMMARY AND CONCLUSION**

### **6.1 Context and Site Suitability Summary**

#### **6.1.1 Site Suitability**

The Site is ideally suited for development for the following reasons:

- The land area is sufficient to accommodate the proposed development with adequate buffering from abutting land uses,
- The Site is generally level, which is conducive to easy vehicular movements,
- The Site will be able to accommodate municipal water, storm and sewer systems,
- There are no anticipated traffic or parking concerns, and
- The location of the proposed development is appropriate.

#### **6.1.2 Compatibility of Design**

The area is in transition.

The proposed development will be limited to a low profile building, which is a compatible density for the Site and with the surrounding area.

The proposed residential use will provide a new housing choice in an existing built-up area.

The development will be designed with a pedestrian orientation and foster a distinctive and attractive area identity.

The Site is capable of accommodating the proposed development in terms of scale, massing, height, and siting.

All zone provisions set out in the RD2.2 zone category can be complied with, with the exception of lot width requirements.

#### **6.1.3 Good Planning**

The proposal represents good planning as it addresses the need for the development of a parcel of land, which contributes to affordability and intensification requirements.

Residential uses on the Site represent an efficient development pattern that optimizes the use of land.

#### **6.1.4 Environment Impacts**

The proposal does not have any negative impact on the natural environment.



### 6.1.5 Municipal Services Impacts

There will be no negative impacts on the municipal system as the proposed use will not add to the capacity in a significant way.

### 6.1.6 Social, Cultural, and Economic Conditions

The proposed development does not negatively affect the social environment as the Site is in close proximity to major transportation corridors and nearby amenities.

Infilling in an existing built-up area of the City contributes toward the goal of 'live, work and play' where citizens share a strong sense of belonging and a collective pride of place.

The proposed development promotes efficient development and land use patterns which sustains the financial well-being of the Municipality.

The proposal does not cause any public health and safety concerns. The proposal represents a cost-effective development pattern that minimizes land consumption and servicing costs.

There will be no urban sprawl as the proposed development is within the existing settlement area and is an ideal infilling opportunity.

There are no cultural heritage resources that impact the Site.

## 6.2 Conclusion

In summary, it would be appropriate for the City of Windsor to approve the ZBA application to permit the proposed development on the Site.

The proposed development is an appropriate use of the Site and offers a mix of uses that offers residents and consumers a new option for housing and economic activity.

This PRR has shown that the proposed development is consistent with the PPS, conforms with the intent and purpose of the OP and ZBL and represents good planning.

#### Planner's Certificate:

I hereby certify that this report was prepared by Tracey Pillon-Abbs, a Registered Professional Planner, within the meaning of the Ontario Professional Planners Institute Act, 1994.

  
**Tracey Pillon-Abbs, RPP**  
**Principal Planner**

