6 Royal Cres., PO Box 188
Pain Court, Ontario N0P 1Z0
(519) 809-4539
rbrown@oakviewlup.ca

Date: **May 16, 2025**

To: **City of Windsor, Planning Department**

RE: **Urban Design Study for**
Proposed Application for Zoning By-law Amendment
619 Cabana Road W, Part of Lot 2, Plan 1478

Roll # 3739 080 100 10900

Author: **Robert Brown, H. Ba, MCIP, RPP**

Purpose

Oakview Land Use Planning has been retained by Ashraf Botros, herein referred to as the “Applicant”, to assist in assessing the proposed design and layout of a three building, twenty-four-unit residential development at 619 Cabana Rd W (Figure One)

Background

The applicant purchased the subject property with the intention of redeveloping the former single detached dwelling lot for multiple residential. The property is located on the south side of Cabana Rd W, west of Dougall Ave. (Figure One) The lot has an area of 0.202 ha (0.5 ac.) with 43.29 m (142 ft.) of frontage and a depth of 46.63m (152.9 ft.). All of the former buildings on the site have been removed.

The subject parcel is within the Roseland Planning District and designated Mixed Use Corridor in the City of Windsor Official Plan. (Figure Two) Zoning for the property is Residential District 1.4 (RD1.4). A conceptual plan was prepared for the site and presented to the surrounding property owners as part of the public consultation process via an open house held April 25, 2024. A number of comments were received from the area residents expressing concern with compatibility of the proposal.

As part of the application and approval process the City has requested that an urban design study be undertaken to specifically address the details of the development and how it can be positively integrated into the existing area.

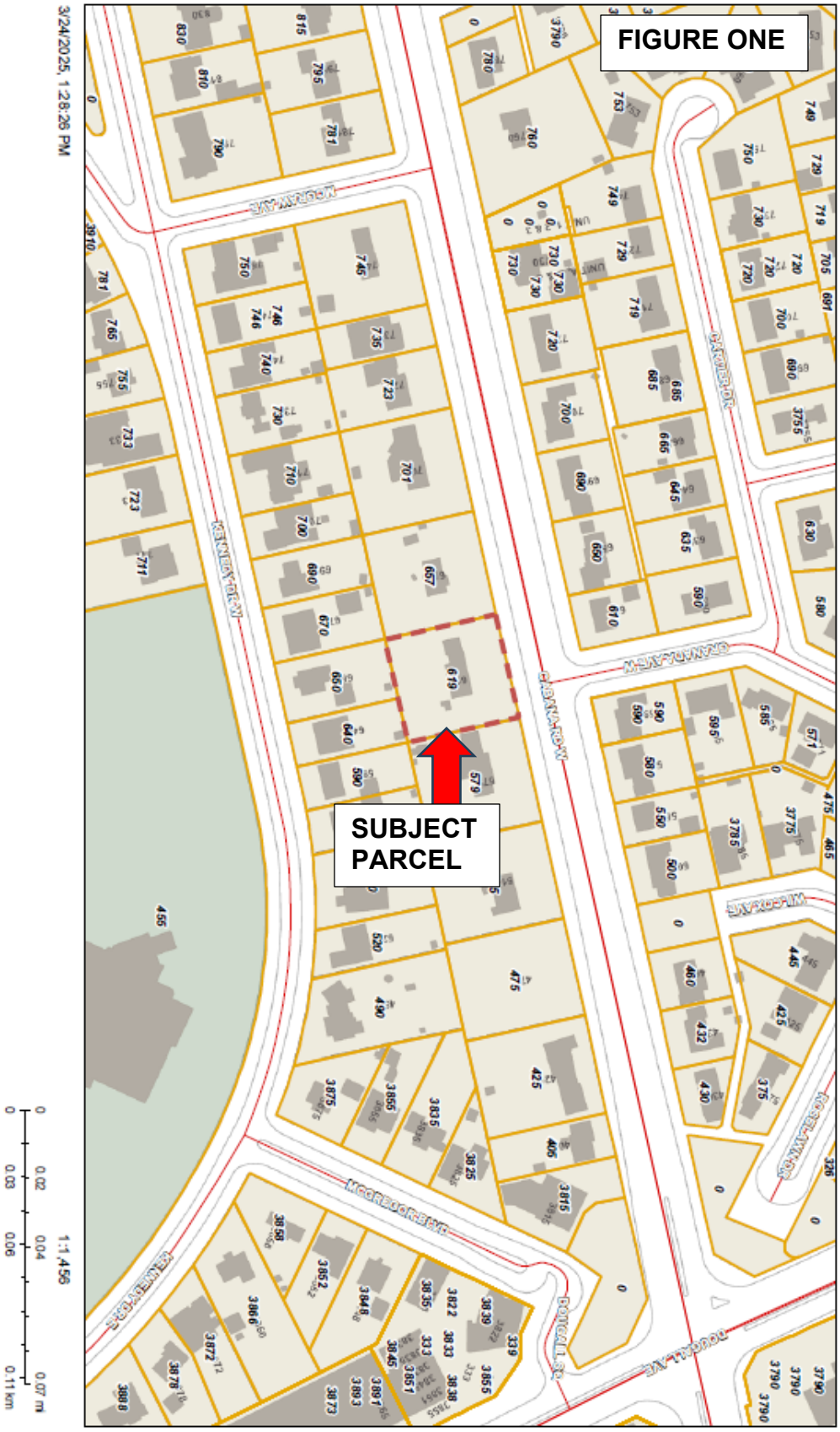
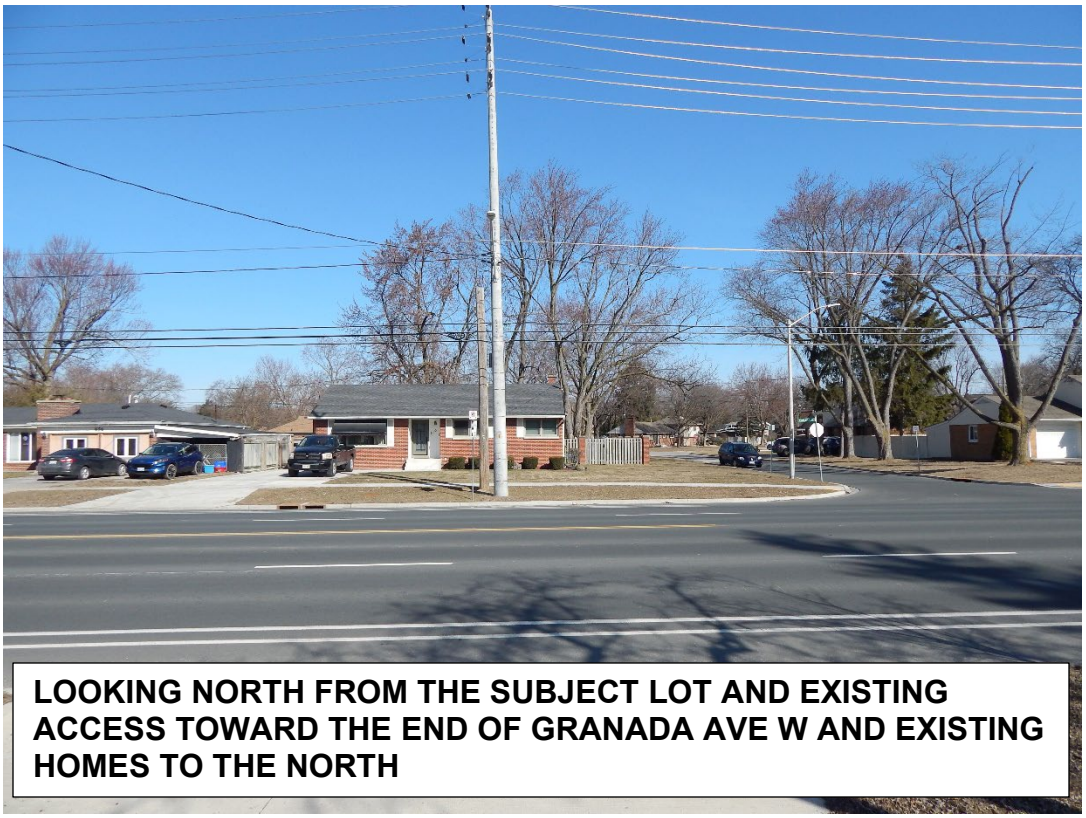


FIGURE ONE
SUBJECT PARCEL
619 Cabana Rd W
3/24/2025, 1:26:26 PM
0
0.03
0.06
0.11 km
0.02
0.04
0.07 mi
1:1,456

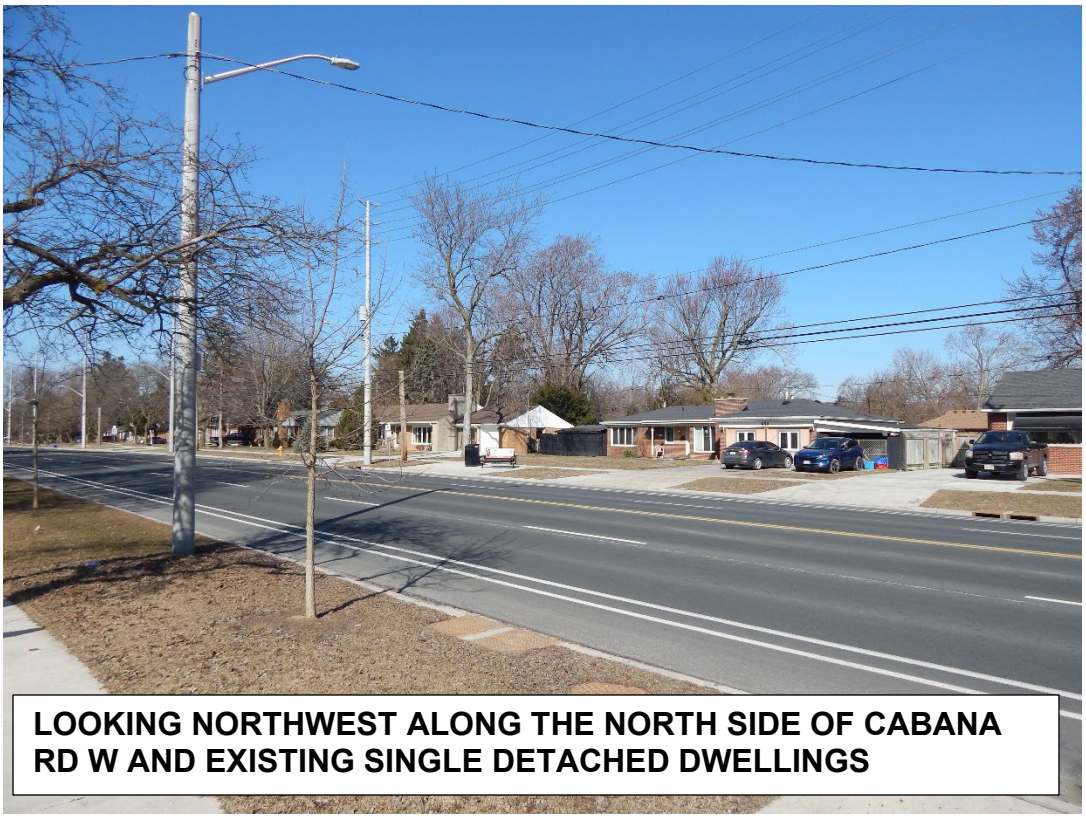
LOOKING SOUTH ACROSS THE NOW VACANT SUBJECT PARCEL

LOOKING WEST AT THE ABUTTING DWELLING TO THE WEST OF THE SUBJECT PARCEL

LOOKING EAST TOWARD THE ABUTTING DWELLING TO THE EAST OF THE SUBJECT PROPERTY



LOOKING NORTH FROM THE SUBJECT LOT AND EXISTING ACCESS TOWARD THE END OF GRANADA AVE W AND EXISTING HOMES TO THE NORTH

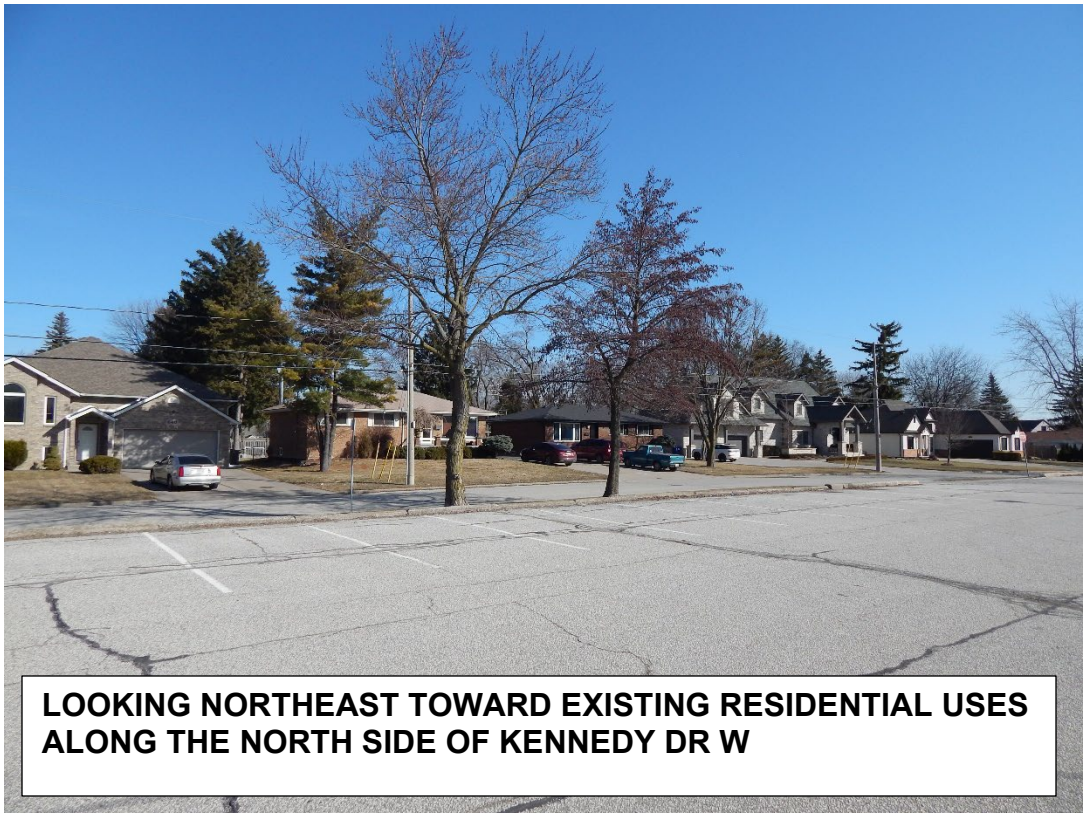


LOOKING NORTHWEST ALONG THE NORTH SIDE OF CABANA RD W AND EXISTING SINGLE DETACHED DWELLINGS

LOOKING NORTHEAST ALONG CABANA RD W AND EXISTING DETACHED DWELLINGS ON THE NORTH SIDE

LOOKING NORTH AT EXISTING RESIDENTIAL USES TO THE REAR OF THE SUBJECT PARCEL ALONG THE NORTH SIDE OF KENNEDY DR W

LOOKING NORTHWEST TOWARD EXISTING RESIDENTIAL USES ALONG KENNEDY DR W



LOOKING NORTHEAST TOWARD EXISTING RESIDENTIAL USES ALONG THE NORTH SIDE OF KENNEDY DR W

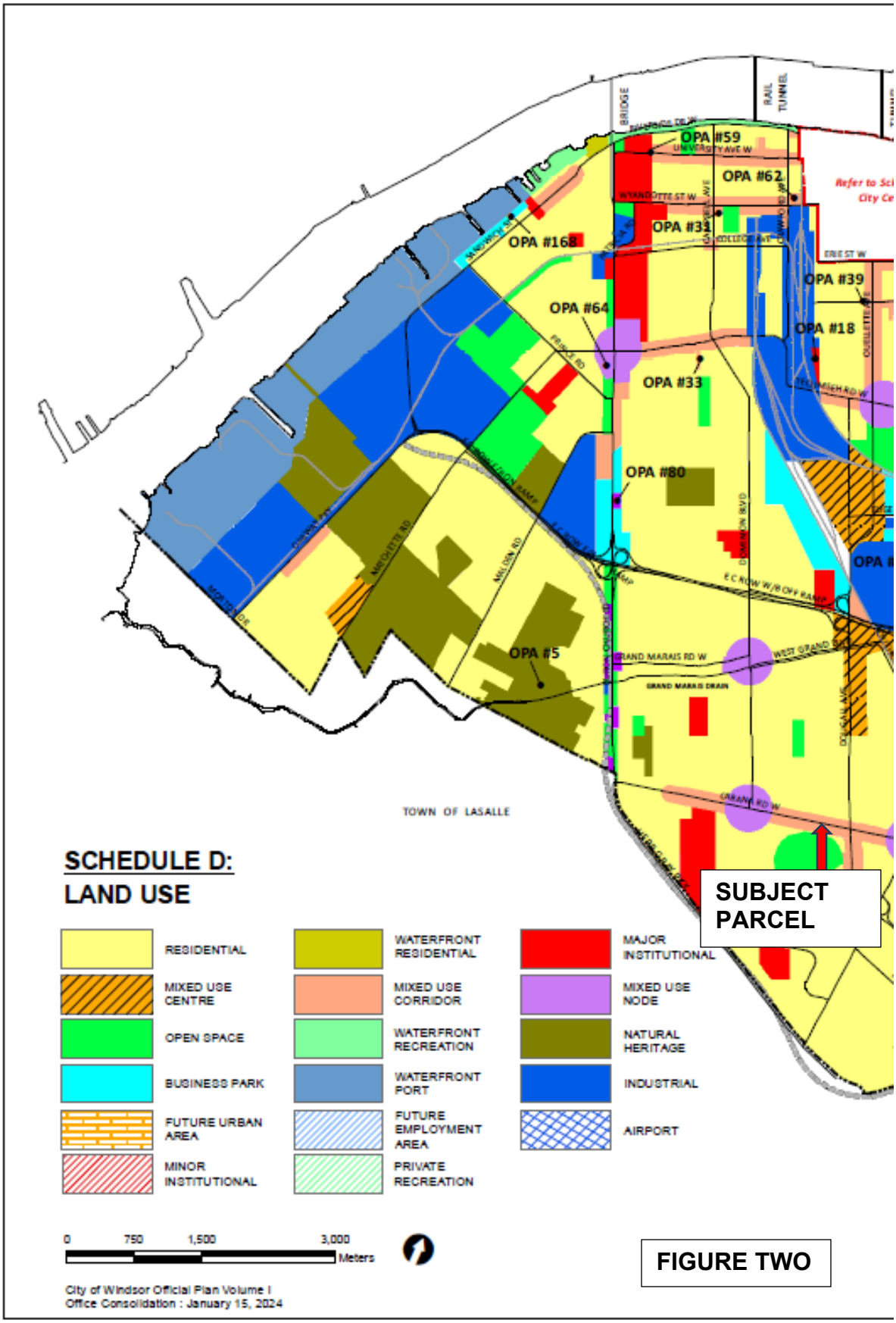

OPA #59
OPA #62
OPA #31
OPA #168
OPA #39
OPA #64
OPA #18
OPA #33
OPA #80
OPA #5
TOWN OF LASALLE
SCHEDULE D:
LAND USE
SUBJECT PARCEL
RESIDENTIAL
WATERFRONT RESIDENTIAL
MAJOR INSTITUTIONAL
MIXED USE CENTRE
MIXED USE CORRIDOR
MIXED USE NODE
OPEN SPACE
WATERFRONT RECREATION
NATURAL HERITAGE
BUSINESS PARK
WATERFRONT PORT
INDUSTRIAL
FUTURE URBAN AREA
FUTURE EMPLOYMENT AREA
AIRPORT
MINOR INSTITUTIONAL
PRIVATE RECREATION
0 750 1,500 3,000
Meters
City of Windsor Official Plan Volume I
Office Consolidation : January 15, 2024

FIGURE TWO

1) Location Context

The subject property is located approximately 300 m west of the intersection of Dougall Ave and Cabana Rd W, both of which are four lane Class II arterial roads within the City of Windsor. (Figure Three) This intersection represents the first main four-way signalized intersection at the end of the Dougall Ave Highway 401 exit and is one of two local commercial nodes along Cabana Rd.in the immediate area.

The road itself underwent significant redevelopment including new services, curbs, sidewalk, bike lanes and landscaping. In addition, the lands along Cabana Rd W. are within the mixed-use corridor designation which envisions a boarder mix of both commercial and increased density housing.

Another factor that is likely to impact on the surrounding area is the status of the Roseland Golf Course. The closure of the curling club and the likelihood that the clubhouse could be removed or downsized could result in potential redevelopment of, at least, a portion of this area. This in combination with the mixed-use corridor designation along Cabana Rd W could see the area undergo some level of transition in the coming years.

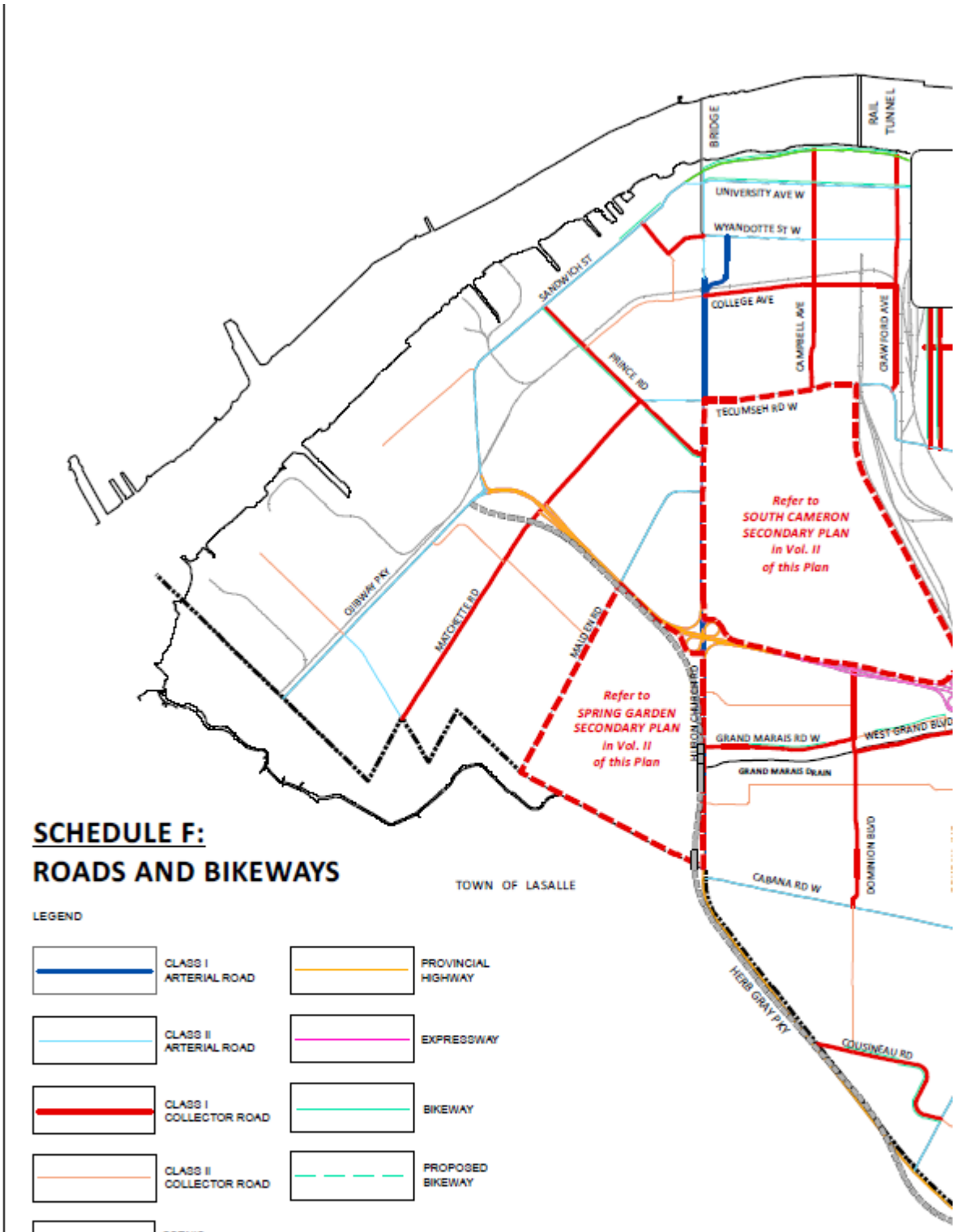
The specific types of development around the subject property are as follows:

North: single detached residential, mostly single storey ranch style homes with and without garages, approximately 60 to 70 years old. Lot fabric is denser in this area with narrower, shallower lots then the south side of Cabana.

South: mixed single detached along Kennedy Dr W with a mix of sizes, styles and ages with Roseland Golf Course beyond that. Lot sizes are approximately half that of the south side Cabana lots.

West – house type and size is more mixed with less density than the north side of Cabana. Lot sizes are the same as the subject parcel.

East – also similar to the north side with a commercial node at Dougall and Cabana Road continuing beyond that. Lot sizes are also similar to the subject lands.



City of Windsor Official Plan Volume I
Office Consolidation : January 15, 2024
APPROVED by Section 43 Request for Review
Decision of Blair S. Taylor, Issued December 4, 2015
OMB Case No. PL080049 - April 26, 2016

FIGURE THREE

2) Proposed Development

The initial proposal for the lot that was presented at the open house was for three buildings with a height of three storeys, containing six two-bedroom units for each building with a total of 18 dwelling units. The revised plan shows three and half storey buildings with 8 units each. (Figure Four)

The buildings will be oriented with the narrow sides to the north and south, setback 6 m (20 ft.) from the front property line. Exterior cladding will be a combination of brick and prefabricated exterior wall panels with a cottage style roof with east west facing dormer extensions. The buildings will have an interior stairwell for day-to-day use but will also require an exterior staircase for emergency egress.

Each of the buildings will have a footprint of approximately 150 sq. m (1,612 sq. ft.) The individual footprints of the existing single dwellings in the area ranges from 120 sq. m (1,290 sq. ft.) to 400 sq. m (4,305 sq. ft.) In total the combined footprint of the three buildings would be 450 sq. m (4,844 sq. ft.).

3) Design Prospective

The building shape and footprint are similar in nature to many of the ranch style homes in the area. The orientation is perpendicular versus that of parallel with Cabana Rd. however this helps to reduce the overall impact by having three separate buildings. Leaving space between the buildings creates a look that is closer to individual dwellings on lots versus that of one large building on a single lot.

The building height is one aspect of the proposal that is a change in the general streetscape along both sides of Cabana Rd. W. However, by developing the property with three smaller buildings versus a single building it minimizes the overall massing. This in turn reduces the impact on the streetscape and the residential uses to the south having much less impact on light and air flow.

Other elements that should be considered in the design would include:

i) the entrances to each building;

Comment: The focal point of most residential uses is the front entrance. Options to address this would be consideration of having a grade entrance for the front units of each building with a roof awning that creates the feeling and look of a porch or focal point from the street with either a sidewalk directly connected to the street sidewalk or connected to the side walk from the rear park area. Alternatively, the proposed side entrance could also be enhanced with architectural details to help pull the eye

toward the entrance from the street. This too could incorporate the use of a sidewalk linkage from the entrance to the street sidewalk.

ii) the roofline, and

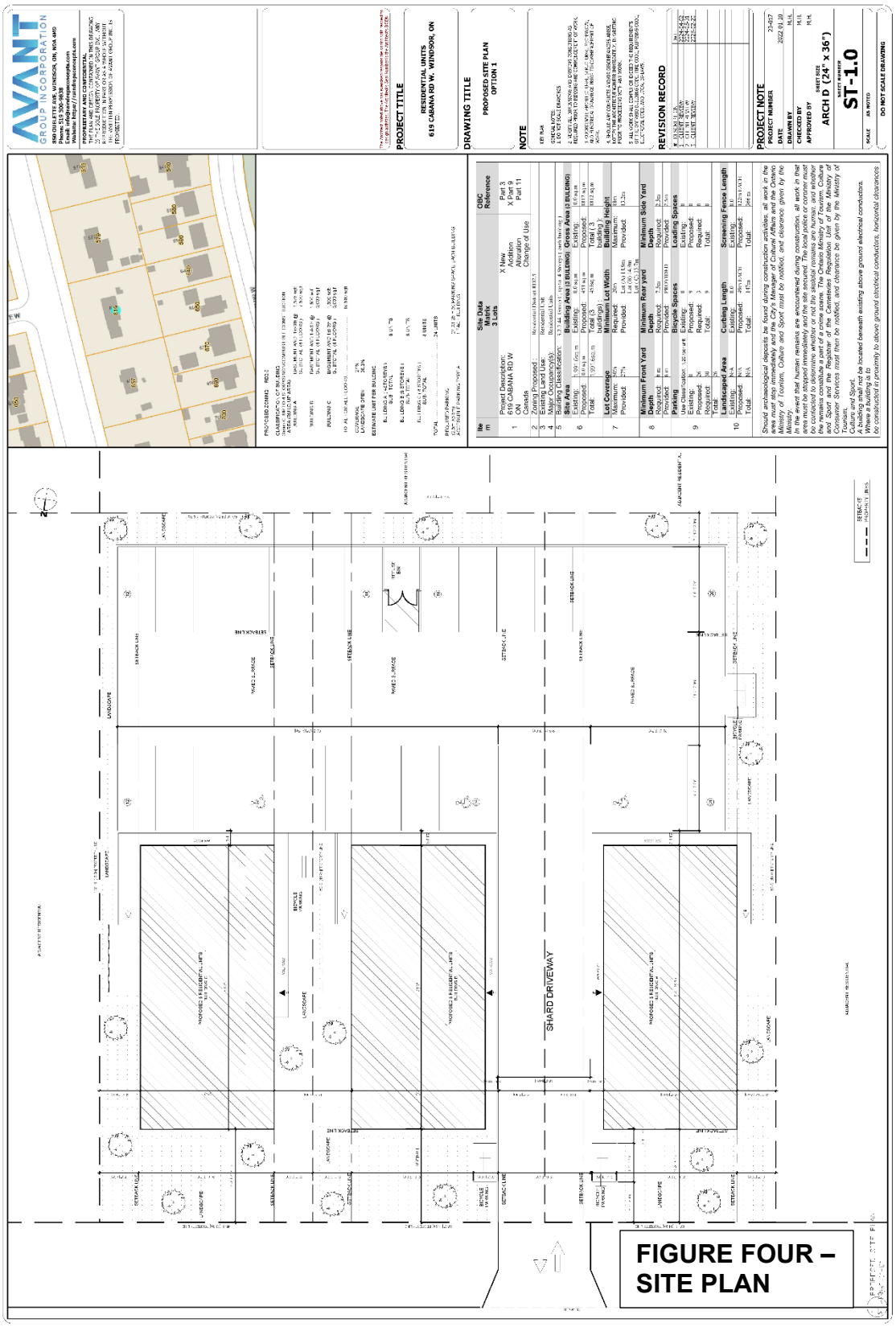
Comment: The majority of dwellings in the area have either a gable end roof or cottage style roof. The proposed design for the buildings is a cottage style with dormer projections that would be over the side entrances and emergency stairs. This, like the entrance locations, pulls the focus to the side of the building rather than the front and streetscape. It is recommended that the dormers be reoriented to the front with smaller awning like projections for coverage over the entrances and stairs.

iii) the exterior emergency stairs

Comment: Inclusion of the exterior stairs is necessary for emergency access purposes however it does add an exterior element to the building that is not consistent to the look of the neighbourhood or the streetscape. It is recommended that a combination of visual screening and the inclusion of architectural design be considered to make the stairs look like balconies for the units on those sides of the building and help minimize the look and mass of the stairs.

iv) Accessibility

Comment: The provision of accessible units in all new development is an important consideration given the aging population. A possible option for this development that would provide two accessible units and break up the look of three identical buildings would be to construct the centre building at grade, leaving the east and west units as proposed.


AVANT
GROUP INCORPORATION
PROJECT TITLE
RESIDENTIAL UNITS
619 CABANA RD W, WINDSOR, ON
DRAWING TITLE
PROPOSED SITE PLAN
OPTION 1
NOTE
PROJECT NOTE
PROJECT NUMBER 21-007
DATE 2022.01.10
DRAWN BY M.H.
CHECKED BY M.H.
APPROVED BY M.H.
ARCH D (24" x 36")
SHEET NUMBER
ST-1.0
SCALE AS NOTED
DO NOT SCALE DRAWING
REVISION RECORD
SHARD DRIVEWAY
SETBACK LINE
LANDSCAPE
BICYCLE PARKING
PROPOSED 3.5 STOREY RESIDENTIAL UNITS
AVANT RESIDENTIAL
FIGURE FOUR –
SITE PLAN

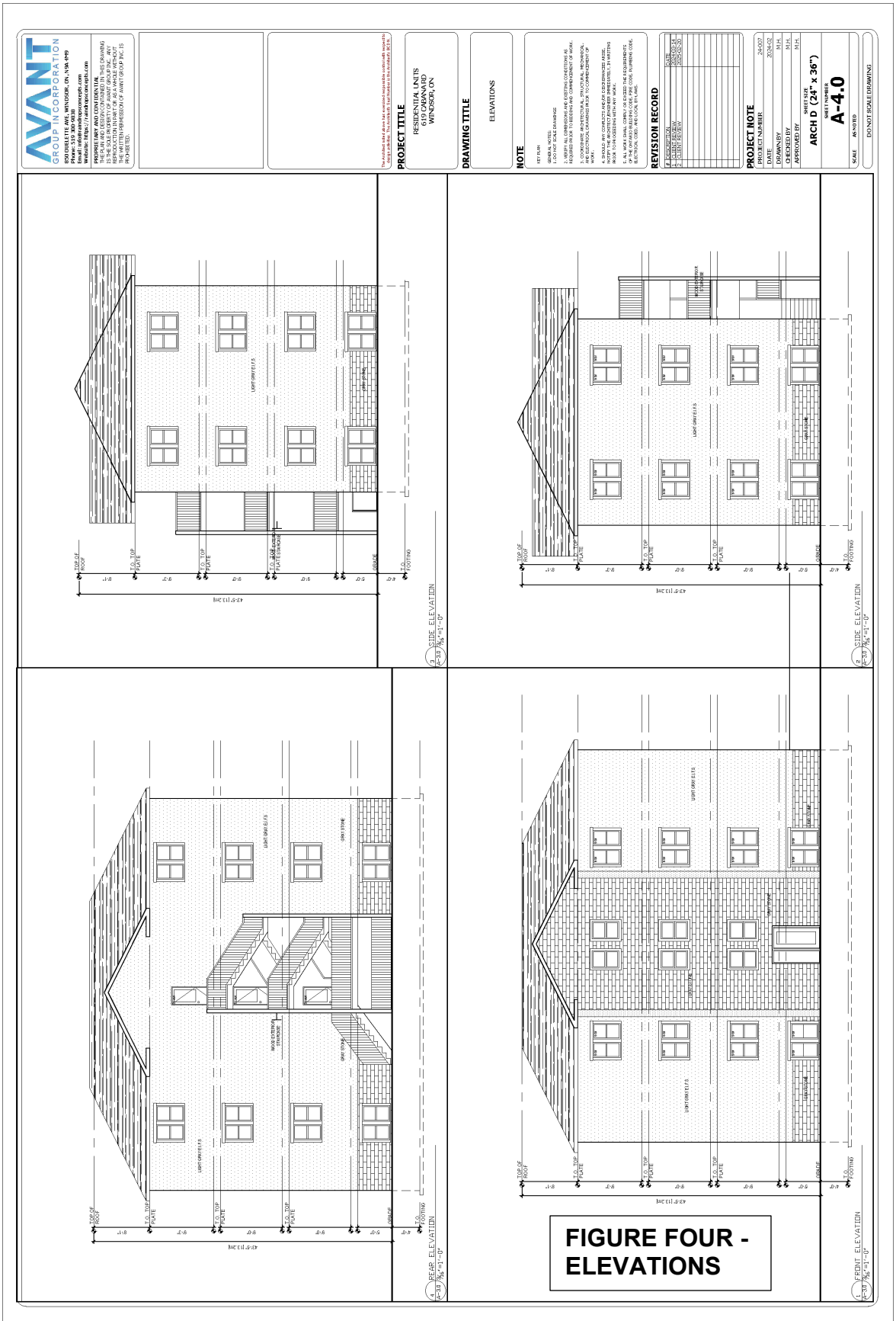


FIGURE FOUR - ELEVATIONS

4) City of Windsor – Intensification Guidelines

In 2022 the City of Windsor established guidelines to help with the intensification of development. The guidelines provide direction for mixed use centres, nodes and corridors as well as stable and mature neighbourhoods. The subject property is located in a mixed use corridor which encompasses both sides of Cabana Rd between a mixed use node at the east end (Howard Ave.) and another at Dominion Ave. west to Askin Ave. at the west end.

Cabana Rd itself has only recently transitioned from a two lane, gravel shouldered road to a four-lane full urban cross section, complete street. This has resulted in its evolution to a mixed use corridor that has the potential to support intensification opportunities, particularly in the form of higher density residential.

Mixed Use Corridors are located along Arterial of Collector roads and are expected to accommodate Low and Medium Profile built forms that include mixed use, retail, office and residential development.

The initial consideration for any new development is how compatible it is within the surrounding area and with the existing development. The Intensification Guidelines define compatible development as meaning, "*development that may not necessarily be the same or similar to the existing buildings in the vicinity, but, nonetheless, enhance an established community and coexists with existing development without causing any undue adverse impact on surrounding properties*."

To address compatibility there are three main considerations:

Transition

In the context of the proposed development the transition is from mainly single storey, single detached dwellings on all sides. Different factors play a role in providing transition to the proposed including the lot size of the subject and the lot size of the lands to the east and west which provide added spacing, the width of the road allowance which provides a buffer given that the proposed development is located forward on the lot. This placement also helps offset and buffer the development from the lands to the south.

Height

Part of the challenge with intensification within established areas is to be mindful of the average height but also consider that most intensification relies on some level of increased height. Much of the development to the east and west is single to two storey, development to the south is similar however there has been some newer single dwellings that are both two storey with larger footprints.

Based on the intensification guidelines the proposed development at three and one half storey would be at the lower end of medium profile with an actually height of 13.2 m versus the permitted height of the RD1.4 of 9 m. If intensification is going to be supported within the mixed-use corridors, then there has to be the expectation that some level of increased height will be proposed. For the surrounding area an increase of one to two storeys can be achieved with sensitivity to the overall design and layout on a given site.

Scale and Massing

As with height, there must be consideration of the existing mix of building sizes within the surrounding context. The north side of Cabana Rd has a very consist sizing and placement of dwellings. The north side also has small blocks resulting in breaks in the street wall. The south side of Cabana has two large blocks from Dougall to McGraw and McGraw to Casgrain resulting in a rather long street wall but with more spacing between the houses themselves.

The subject parcel is just to the southwest of alignment with Granada Ave which provides a break in the block on the north side. The proposed development of 619 moves the buildings closer to Cabana but also maintains a spacing between each of the buildings to provide a break in the longer block without creating a large mass that would result from a single multiple unit building and reducing visual permeability.

5) Site Planning

As a result of the recent and considerable upgrading of the Cabana Rd W corridor the likelihood of changes to the area increases considerably as city investment in even local streets can result in a noticeable investment in individual properties. Significant exterior renovations are often common with residents making investments in their property to reflect the changes in the street.

Since Cabana Rd W is within a mixed-use corridor this also results in interest in the area from a redevelopment standpoint either in new uses or the intensification of existing ones. As noted through the design brief redevelopment and intensification have to take a sensitive approach particularly where limited redevelopment may have occurred in the past.

The site plan approval process is the main implementation method to secure many of the supporting elements such as building placement, landscaping, parking, access location and design, fencing, pedestrian movement and the overall look of a given development.

Building Placement

The three buildings are all located on the front half of the lot which places them 6 m (20 ft.) from the front property line. Although this is located forward of the

existing building line along Cabana there are certain positives this placement creates. As noted earlier, the subject property is located in a large low density street block which is considerably longer than the street blocks on the north side of Cabana. The placement of the proposed development, which is also located south of the end of Granada, provides a break in the street block making it more consistent with the block lengths on the north side. The buildings being closer to the street and sidewalk create a closer interaction with the street and sidewalk, a break in the street wall and visual variety in the streetscape.

Placement of the building in the case of the proposed is also key to addressing privacy given the three storey nature of the buildings. The rear wall of the new buildings will be located forward of the rear wall of the neighbouring homes helping to safeguard the rear yard area that is utilized more readily as private outdoor amenity space. This placement will also help reduce any shadowing impact of the higher buildings, particularly on the neighbouring rear yards.

Landscaping

A quality landscaped buffer area around all sides of the property will help enhance the look of the development and offset any tree removal necessary to accommodate the development. Maximizing green space will also provide some onsite amenity area.

Parking

All of the proposed parking is located at the rear of the building as a result of the buildings forward placement on the lot. This also helps to maintain an increased setback from the existing dwellings on Kennedy. The preliminary site plan has also included various locations for bicycle parking which is a requirement of all new multiple residential development.

Access Location

A single two-way access point is proposed to service all three buildings. This avoids adding more access driveways, increasing hard surface area and maintains the function of the lot as a single development.

Fencing

Because of the location of the parking area it is key that privacy fencing be installed along the rear lot line and at minimum along the east and west lot lines as far as the edge of the exterior stairs. An enclosed refuse/recycling area is also provided in the parking area to the rear of the centre building.

Pedestrian Movement

Much of the focus of the pedestrian movement on the current layout is from the parking area to the main entrance of each building. This is important for the separation of vehicle and pedestrian movements. In addition it is important for higher density development in the form of small low rise buildings such as this to maintain a pedestrian link with the street sidewalk as the use of transit is one of the key goals of intensification. Cabana Rd W has transit stops on both the north and south side which residents can easily access via the new sidewalk network and bus stop areas.

Overall

The proposed development on the lot is an intensification of a large lot in an existing area that has undergone a significant change recently with the upgrading of Cabana Rd W. This upgrading, although it improves the look of the area, will result in additional traffic flow and will potentially lead to other intensification projects.

No new development can be undertaken without some level of impact to an existing area, the key is to soften that impact. The proposed development of three smaller buildings versus that of one large building does reduce the possible number of units but also avoids the creation of a large impervious street wall that would have a much more significant impact on the streetscape and be far less compatible with the existing development.

6) Comprehensive Zoning By-law

The subject property is currently zoned Residential 1.4 (RD1.4) and will require amendment to permit the proposed development and establish any necessary site-specific regulations.

Conclusions

The redevelopment of existing areas, particularly those along major road corridors and that include large lots that are underutilized in the context of current residential development patterns will always be potential locations for intensification. Urban design and intensification guidelines are developed by municipalities to provide a vision and roadmap for development to follow so as to enhance the quality of redevelopment projects while being sensitive to the make-up of established neighbourhoods.

From assessment of proposed development in the context of urban design I would conclude the following:

i) The proposal conforms with the overall vision of the Official Plan for a Mixed-Use Corridor.

ii) The development is positioned on the lot in such a way to be sensitive to the existing low-profile development to the east and west to minimize impact on privacy and maintain an increased buffer from the development to the South along Kennedy.

iii) The proposal is encouraged to implement the design recommendations outline in the Design Prospective section, including entrance position or design, roof line, stairs and accessibility.

iv) Enhanced landscaping and screening on all sides of the development to safeguard privacy and visual impact and present a positive visual impact along the Cabana Road streetscape.

Prepared by:

Robert Brown, H, Ba, MCIP, RPP
Principal Planner
Oakview Land Use Planning