

PLANNING RATIONALE REPORT

ZONING BY-LAW AMENDMENT PROPOSED RESIDENTIAL DEVELOPMENT

619 Cabana Road West,
Windsor, Ontario

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Prepared by:



Tracey Pillon-Abbs, RPP
Principal Planner
Chatham, ON
226-340-1232
tracey@pillonabbs.ca
www.pillonabbs.ca

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1.0 INTRODUCTION

I have been retained by Peter Botros (herein the "Applicant") to provide a land use Planning Rationale Report (PRR) in support of a proposed development located at 619 Cabana Road West (herein the "Site") in the City of Windsor, Province of Ontario.

The Site is made up of one (1) parcel of land in Ward 1 in the Roseland Planning District.

The Site had a single detached dwelling, which has now been demolished.

It is proposed that the Site will be developed for residential purposes.

It is proposed to construct 3 new multiple dwellings with 6 residential units each for a total of 18 dwelling units.

Each dwelling will be located on its own lot.

The proposed buildings will be 3 storeys in height.

On-site parking for a total of 26 spaces is proposed to be shared by all buildings.

A total of 1 access is proposed from Cabana Road West, to be shared.

The Site has access to full municipal services.

Pre-consultation (stage 1) was completed by the Applicant. Comments dated March 22, 2024 (City File #PC-022/24) were received and have been incorporated into this PRR.

Pre-submission (stage 2) was completed by the Applicant. Comments dated November 1, 2024 (City File #PC-089/24) were received and have been incorporated into this PRR.

An application for a Zoning By-law Amendment (ZBA) is required in order to permit the proposed multiple dwellings, along with support studies.

Once the ZBA has been approved and prior to a building permit being issued for any construction or site alterations, the Applicant will proceed with a severance application to split the lots into 3 parcels of land. Easements will also be required.

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) as it pertains to the ZBA application.

This PRR will show that the proposed development is suitable, 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 Description of Site and Ownership

The Site has been owned by Peter Botros (et al) since 2024. It is made up of one (1) square-shaped interior parcel of land located on the south side of Cabana Road West, west of Dougall Avenue and east of McGraw Avenue (see the area in red on Figure 1a – Site Location).

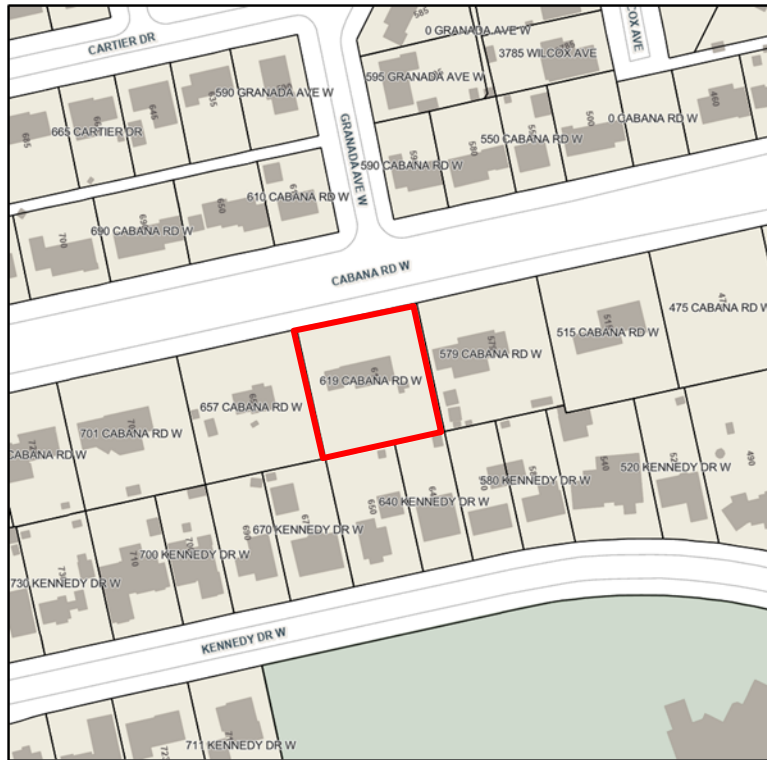


Figure 1a – Site Location (Source: City of Windsor GIS)

The Site is locally known as 619 Cabana Road West and is legally described as Part Lots 2, Plan 1478 Sandwich West, as in R1276551, PIN 01289-1482 LT (ARN 37-39-080-100-10900).

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 1,991.6 m² (0.199 ha), with a total lot width of 43.5 m along Cabana Road West and a lot depth of 45.7 m.

2.2.2 Existing Structures and Previous Use

The Site recently had a single detached dwelling, which has now been removed (see Figure 1b – Site Street View).



Figure 1b – Site Street View, dwelling has now been removed (Source: Pillon Abbs Inc.)

The single detached dwelling (recently removed) was constructed in approximately 1951. The previous use of the Site is unknown.

2.2.3 Vegetation

The Site has an existing grassed area.

There are some mature trees located on the Site.

2.2.4 Topography, Drainage and Soil

The Site is flat, with a portion within the regulated area of the Essex Region Conservation Authority (ERCA).

The Site is part of the Turkey Creek subwatershed drainage area.

The Site is impacted by Source Water Protection and is within an Event Based Area (EBA).

The soil is made up of Brookstone Clay Sand – Spot Phase (B-s).

2.2.5 Other Physical Features

There is an existing vehicle driveway with access to Cabana Road West.

There is currently a pool and accessory structure in the rear yard of the Site.

There is fencing along the portions of the Site boundary.

2.2.6 Municipal Services

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

Cabana Road West is an east/west Class I Arterial Road.

There is no on-street parking along Cabana Road West.

There are streetlights, bike lanes and sidewalks.

Fire hydrants are located in the area.

The Site has access to transit with the closest bus stop located directly across the street from the Site (71 m), Stop ID: 1540 (Bus #7).

The Site is in close proximity to major transportation corridors, including Dougall Avenue Hwy 3, and Hwy 401.

2.2.7 Nearby Amenities

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

There are many parks and recreation opportunities in close proximity to the Site, including Roseland Golf and Curling Club, Central Park, Curry Park and Avon Court Park.

The nearest library is the 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 located in a residential area within an existing built up area in Ward 1 in the Roseland Planning District.

A site visit was undertaken on March 26, 2024. Photos were taken by Pillon Abbs Inc.

North – The lands directly north of the Site are used for residential use, with access from Cabana Road West (see Photo 1 - North).



Photo 1 – North (Source Pilon Abbs Inc.)

South – The lands directly south of the Site are used for residential use, with access from Kennedy Drive West (see Photo 2 - South).



Photo 2 – South (Sources Google Street View)

East – The lands east of the Site (beyond the alley) are used for residential use, with access from Cabana Road West (see Photos 3 - East).



Photos 3 – East (Source Pillon Abbs Inc.)

West – The lands west of the Site are used for residential I use, with access from Cabana Road West (see Photos 4 - West).



Photos 4 – West (Source Pillon Abbs Inc.)

3.0 PROPOSAL AND CONSULTATION

3.1 Development Proposal

The Site had a single detached dwelling, which has now been demolished.

It is proposed that the Site will be developed for residential purposes.

It is proposed to construct 3 new multiple dwellings with 6 residential units each for a total of 18 dwelling units.

A Concept Plan has been prepared (see Figure 2a – Concept Plan).

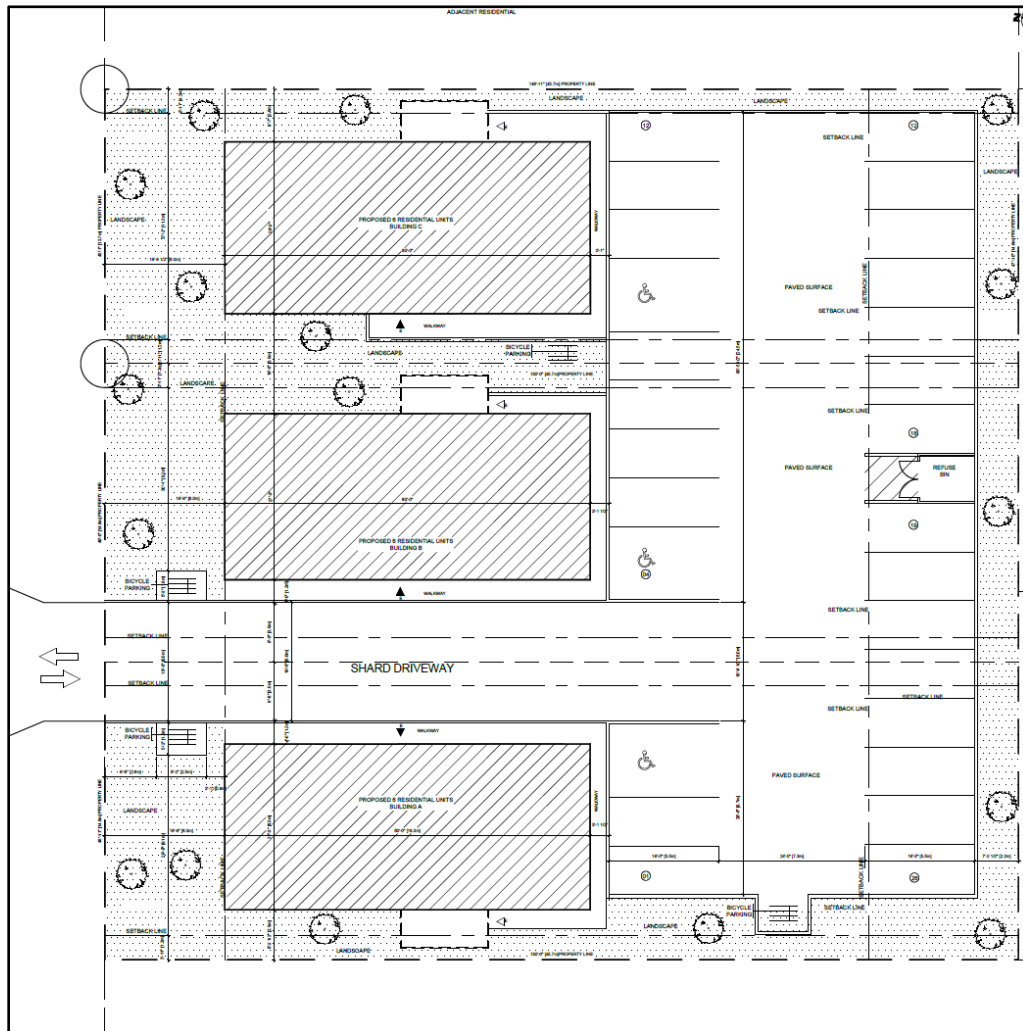


Figure 2a – Concept Plan

The concept plan illustrates a preliminary proposal.

Based on the size of the Site (0.199 ha), and the number of proposed residential units (18), the proposed gross density will be 90.45 units per hectare (uph).

Each dwelling will be located on its own lot.

The tenure of the units is proposed to be rental.

The proposed buildings will be 9.0 m in height (3-storeys).

Each building area will have the following gross floor area (GFA):

Building A – 696.77 m²
Building B – 557.42 m²
Building C – 557.42 m²

Elevations have been provided (see Figure 2b – Elevations).



Figure 2b – Elevations

The elevations illustrate a conceptual design of the proposed buildings, which is preliminary.

On-site parking for a total of 26 spaces is proposed to be shared by all buildings and located at the rear of the Site.

Parking will include marked visitor and barrier free spaces.

A total of 9 bicycle parking spaces are proposed.

A total of 1 access is proposed from Cabana Road West, to be shared.

Easements will be required to facilitate the shared parking and access.

Professional landscaping will be provided in the front, rear and sides of the proposed buildings.

Amenity areas will be provided, including private balconies and shared communal outdoor seating spaces.

Paved sidewalks and parking areas will be provided. There will be pedestrian connections from the municipal sidewalk to the building entrances.

Fencing will be provided along the east, west and south sides of the Site.

Waste management (garbage and recycling) will be brought to a fenced outdoor refuse located at the rear of the property.

The Site will be serviced with full municipal services, including water, storm and sewer.

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 (120 m radius) and property owners on Thursday, April 25, 2024, from 6:00 pm to 7:00 pm.

A total of 49 notices were mailed out.

The notice provides the following information:

It is proposed to demolish the existing dwelling and construct 3 new buildings with 6 dwelling units each for a total of 18 dwelling units. On-site parking for 7 spaces is proposed for each building and will be located at the rear. A total of 3 accesses are proposed from Cabana Road West

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

In addition to the City of Windsor staff and the applicant representatives, a total of 27 people attended.

Emails were also received.

The following is a summary of the comments and responses from the public open houses:

Topic Item	Comments and Questions	Response
Concept Plan	<p>We personally find this proposal both offensive and insulting.</p> <p>We cannot support any aspect of this proposal.</p>	Residential use on the Site represents an efficient development pattern that optimizes the use of land.
Neighbourhood	<p>Blatant disrespect for existing surrounding neighbours.</p> <p>The destruction of the uniqueness of and quality of single family homes along this Cabana Corridor.</p>	The Site will provide for a new housing choice in an existing built-up area.
Building Size and Placement	<p>The sheer size and placement of proposed buildings on the lot.</p> <p>This is considered high density (profile).</p> <p>Parking should be located in front, and the building moved.</p> <p>Duplex or 4-plex would be a better option.</p> <p>This is just cramming housing.</p>	<p>The proposed height is 3 storeys, which is considered medium profile.</p> <p>The proposed height is appropriate for the Site. The building will be located close to the road in order to increase the rear yard setback from abutting residential uses.</p>
Traffic	<p>The inundation of a minimum of 21 vehicles flooding Cabana road and impacting egress and ingress to surrounding properties.</p> <p>Traffic is already bad in the area.</p>	<p>Cabana Road can accommodate the traffic.</p> <p>A TIS memo is required.</p>
Access	3 new driveways are too many.	Each driveway access will service each lot (3 in total).

Topic Item	Comments and Questions	Response
		Access can be reduced to 2.
Parking	There is not enough parking proposed. 21 cars are too many.	The intent is to comply with the City's minimum parking requirements.
Flooding	There will be a negative impact on drainage (this is a flood plain). Our insurance rates will go up. There is a very high water table in the area. Grass and trees will be removed.	The Site is subject to ERCA permits. A SWM report is required.
Density	If each unit had 3 bedrooms – there would be up to 72 people. Too large. The Mayor does not support 4 units.	The number of bedrooms is yet to be determined. The proposed dwellings are considered medium profile.
OPA 159	How can we stop it/repeal it? It is not approved for this area yet. Did the planning dept support the OPA? The area was not intended for medium or high density mixed use development.	OPA 159 has been approved by Council and is currently in effect. The OPA changed the land use designation along Cabana Road West to 'Mixed Use Corridor'. Intended for areas that are designed for vehicle oriented uses. Accommodates for high density/intensity development, while maintaining a broad mix of land uses. Permitted uses include commercial and medium and high profile residential uses either as a stand alone building or part of a commercial residential mixed use building.

Topic Item	Comments and Questions	Response
		<p>Must provide a street frontage and presence.</p> <p>Encourage to locate the building at the street frontage lot line with parking accommodated at the rear of the Site.</p>
Tenure	<p>Will these be rentals?</p> <p>If they are, they will not be affordable.</p>	<p>The proposed tenure of the units will be rental.</p> <p>The intent is to make the units affordable.</p>
Noise	<p>The development will cause more noise in the area.</p> <p>The neighbourhood is currently peaceful and quiet.</p>	Noise from the proposed development is not anticipated to be an issue.
Alternative Location	<p>Move the development to another neighbourhood.</p> <p>I could be located downtown.</p>	The PPS and City OP encourage a mix of housing choices.
Zoning	The current zoning is low-density and should remain the same.	The proposed development is considered medium profile (density).
Compatibility	<p>This is not a compatible development.</p> <p>The neighbourhood is all single detached dwellings.</p> <p>There are 22 single detached dwellings along Cabana Road now.</p> <p>This is a pristine area and will destroy the properties.</p> <p>The neighbourhood has been established and should not be changed.</p> <p>The backyards are like parks.</p> <p>The City did not intend for this type of development.</p>	<p>The proposed development has been designed to be compatible with the existing built-up area.</p> <p>The proposed development is a medium profile form of development which incorporates sufficient setbacks to allow for appropriate landscaping and buffering.</p> <p>The Site is capable of accommodating the proposed development in terms of scale, massing, height and siting.</p>

Topic Item	Comments and Questions	Response
	We will have to move but cannot replace what we have now somewhere else in the city.	
Investments	These must be out-of-town developers. They do not respect the area. Sheer greed. Stay away from Roseland.	The developer is local.
Privacy	There will be a loss of privacy.	The building is proposed to be located closer to the roadway, which will allow an increase in rear yard setback from abutting residential uses.
Lighting	This will be an issue.	Lighting will be controlled and not shine on abutting parcels of land.
Veterans	This area was gifted to veterans. This is an insult to them. This will create tension. The lot sizes are considered heritage.	Noted.
Setbacks	What are the setbacks of the neighbouring properties?	Information was not available.
Property Values	They will decrease.	Not a planning issue.
SPC	Why does SPC not apply?	Only developments with more than 10 units are subject to SPC.
Precedence	This will set precedence.	Cabana Road West is an area in transition.

4.0 APPLICATIONS AND STUDIES

Pre-consultation (stage 1) was completed by the Applicant. Comments dated March 22, 2024 (City File #PC-022/24) were received and have been incorporated into this PRR.

Pre-submission (stage 2) was completed by the Applicant. Comments dated November 1, 2024 (City File #PC-089/24) were received and have been incorporated into this PRR.

The proposed development requires an application for a Zoning By-law Amendment (ZBA) along with required support studies.

The following explains the purpose of the application and other required approvals, 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 to permit the proposed development.

The zoning for the Site is proposed to be changed from Residential District 1.4 (RD1.4) category to a site specific Residential District 2.2 (RD2.2 - S.20(1)(XXX)) category, as shown on Map 9 of the City of Windsor Zoning By-law (ZBL).

In addition to the change in zoning for the permitted use of a multiple dwelling with 5 or more dwelling units, the proposed development will comply with all zone provisions set out in the RD2.2 Zone, except relief is required from certain provisions.

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 has been approved and prior to a building permit being issued for any construction or site alterations, the Applicant will proceed with a severance application to split the lots into 3 parcels of land.

The final design of the proposed development will be provided at the time of the building permit.

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

4.3 Supporting Studies

The following studies have been prepared to support the application.

4.3.1 Traffic

A Traffic Impact Statement (TIS) was prepared by RC Spencer Associates, Consulting Engineers, dated August 14, 2024, and further revised on May 15, 2025.

The purpose of the report was to address the proposed development's impact on traffic operations.

The TIS assessed 24 units; however, only 18 are proposed.

A sight line analysis was also completed for the Site access.

There were no concerns with the number of accesses to the proposed development.

The report concluded that the proposed development will not adversely impact traffic operations and that there are sufficient sight distances for safe egress from the Site.

4.3.2 Storm

A Stormwater Management Study (SWM) was prepared by Haddad Morgan & Associates Ltd Consulting Engineers, dated June 3, 2024, and further updated on May 8, 2025.

The purpose of the report was to provide stormwater management for the proposed development based on City of Windsor guidelines.

The SWM assessed 24 units; however, only 18 are proposed.

The report does not indicate any concerns.

4.3.3 Trees

A Tree Survey and Preservation Plan was prepared by Bezaire Partners, dated June 14, 2024.

The purpose of the plan was to investigate existing tree vegetation to determine how protection and enhancement can coincide with the proposed development.

A total of 16 trees were identified. A total of 3 trees are to remain.

4.3.4 Design

An Urban Design Study (UDS) was prepared by Oakview Land Use Planning, dated May 16, 2025.

The purpose of the report was to assess the design and layout of the 3 proposed multiple dwellings.

The UDS assessed 24 units; however, only 18 are proposed.

The report specifically addressed the details of the development and how it can be positively integrated into the existing area.

The report concluded that the proposed development can be compatible and conform to the overall vision set out in the OP with the recommended design, such as consideration for entrance position or design, roof line, stairs and accessibility.

It was also recommended that landscaping and screening on all sides of the Site be incorporated into the final design of the proposed development.

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, providing for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environments.

The PPS was issued under Section 3 of the Planning Act and came into effect on October 20, 2024, and 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 in the City of Windsor.
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.</p> <p>There are nearby amenities available.</p> <p>The proposed development will provide for more housing in an existing built up area where there are existing municipal services.</p> <p>The Site has access to transportation, public service facilities, other institutional uses, libraries and parks.</p> <p>Accessibility of the residential units will be addressed at the time of a 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 choice for the area.</p> <p>The proposed development supports the City's targets to provide for more housing.</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"> 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3; <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 of an underutilized parcel of land.</p> <p>The proposed density is appropriate for the Site.</p> <p>Residents will have access to nearby transit and active transportation.</p> <p>The Site is pedestrian friendly.</p> <p>The Site was always intended for residential use.</p> <p>The City has identified Cabana Road West as an area that could transition into higher density.</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 and infilling.</p> <p>The parcel of land is a large property.</p> <p>The design and style of the proposed building will blend well with the scale and massing of the existing surrounding area. It takes into consideration the transition between land uses.</p> <p>The proposed use will buffer the existing residential uses from abutting residential uses with the use of fencing and landscaping.</p> <p>Residents will have immediate access to local amenities.</p> <p>Transit and active transportation are available close by.</p> <p>The Site is located close to major roadways.</p>

PPS Policy #	Policy	Response
		The Site is pedestrian friendly.
2.3.1.3	Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.	<p>The Site offers an opportunity for intensification and infilling.</p> <p>The proposed development is on an underutilized parcel of land.</p> <p>The Site was always intended for residential use.</p> <p>The design of the proposed development has provided a compact form while respecting its surroundings.</p> <p>It is good planning to build up and not out.</p>
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 housing to the area.
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.	<p>The proposed development has access to full municipal services, which is the preferred servicing option.</p> <p>There are nearby public service facilities.</p>

PPS Policy #	Policy	Response
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. A TIS memo has been prepared and summarized in Section 4.3.1 of this PRR.
3.6.2	Municipal sewage services and municipal water services are the preferred form of 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.	The proposed development will be serviced by municipal sewer, water and storm, which is the preferred form of servicing for settlement areas. A SWM has been provided and summarized in Section 4.3.2 of this PRR.
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 has been provided and summarized in Section 4.3.3 of this PRR.
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;	No water issues are anticipated.
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	There are no natural or human-made hazards that apply to this Site. There is no risk to the public.

The Site is also subject to the following:

- Schedule B: Greenway System – Located to the north of a Community Park
- Schedule C: Development Constraint Areas: Located partly within a floodplain area
- Schedule C-1: Development Constraint Areas: Archaeological Potential – Designated within "Low Archaeological Potential"
- Schedule F: Roads & Bikeways – Cabana Rd W is a Class I Arterial Road and contains a bike lane

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	<p>The planning of Windsor's future is guided by the following vision taken from Dream Dare Do – The City of Windsor Community Strategic Plan:</p> <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>The proposed development will support the City's economy by providing new residential uses in an existing built-up area.</p> <p>Overall, the Site is in an existing settlement area.</p> <p>The Site has access to area commercial, institutional, and residential uses.</p>
3.2 – Growth Concept	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.	The proposed development provides a use that supports pedestrian orientations and public transit due to its location in an existing built-up area.
3.2.3.1	Windsor will work toward achieving a sustainable transportation system where all modes of transportation can play a more balanced role.	The intent is to construct multiple dwellings in an existing built-up area.

OP Policy #	Policy	Response
	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.	This allows residents to easily access amenities, employment and public transit.
4.0 – Healthy Community	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>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	A healthy and livable city is one in which people can enjoy 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 proposed development supports the policy set out in 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>	The proposed development supports the goals set out in the OP as it provides for the development of a parcel of land which will create more housing.

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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) Low Profile developments are buildings or structures generally no greater than three (3) storeys in height;</p> <p>(b) Medium Profile developments are buildings or structures generally no greater 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>	<p>Due to the proposed height of the buildings, the proposed development is considered a medium profile residential development as it is proposed to have 3 storeys, but is not greater than 6 storeys.</p> <p>The proposed height is appropriate for the Site and will enhance the streetscape.</p> <p>The building will be located close to the road in order to increase the rear yard setback from abutting residential uses and to provide for parking at the rear of the proposed buildings.</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>Medium profile is proposed based on the size of the Site.</p> <p>The proposed zoning is being brought to a zone that will permit an increase in density compared to what is currently permitted.</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 abutting properties</p>

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		using an appropriate amount of setbacks and buffering (ie screening and landscaping).
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>a) no more than four storeys in height, except on lands at an intersection of any combination of the following roads: 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 b) Notwithstanding the identified maximum building 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</p>	<p>The proposed buildings will face Cabana Road West. The street-facing façade will be designed to be visually appealing and well-articulated.</p> <p>The proposed height of each building will be 3 storeys.</p> <p>Parking is to be located at the rear of the proposed buildings in order to provide the minimum requirements.</p> <p>The final design will address compatibility.</p> <p>Landscaped areas will be incorporated in the front of buildings to create a smooth transition from private to public spaces.</p>

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	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 buildings are a form of infill development.</p> <p>The Site is an interior lot.</p> <p>The City's Intensification Guidelines have been reviewed.</p> <p>The final design of the buildings will be addressed as part of the building permit.</p> <p>An UDS has been prepared and summarized in Section 4.3.4 of this PRR.</p>
6.5.3.6 – Location Criteria	Mixed Use Corridor development shall be located where: (a) there is access to Class I 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>Access will only be from Cabana Road West, which is a Class 1 road.</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	At the time of submission, the proponent shall demonstrate to the satisfaction of the Municipality that a proposed commercial development is: (a) feasible having regard to the other provisions of this Plan, provincial legislation, policies and appropriate guidelines and support studies	<p>This PRR has addressed the provisions of the OP and provincial legislation.</p> <p>There are no development constraint areas.</p> <p>Support studies have been provided to address traffic, parking, and services.</p>

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	<p>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 landscaped areas; and (f) acceptable in terms of the proposal's market impacts on other commercial areas (see Procedures chapter).</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 outdoor seating areas.</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 multiple dwellings will provide an appropriate transition between abutting properties, including an appropriate amount of setbacks.</p> <p>Parking is provided at the rear of the proposed dwellings.</p> <p>Landscaped areas will be incorporated in the front of buildings to create a smooth transition from private to public spaces.</p>
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)</p>	<p>An UDS has been provided and summarized in Section 4.3.4 of this PRR.</p> <p>The design and style of the proposed buildings will blend well with the scale and massing of the surrounding area.</p>

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	<p>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 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.</p>	<p>The majority of the lands surrounding the Site are residential.</p> <p>The proposed residential use will provide a new housing choice.</p> <p>The Site will have pedestrian connections.</p> <p>There will be a landscaped area and screening along the west property line to buffer the driveway from the neighbouring property.</p> <p>The buildings will face Cabana Road West.</p> <p>There are access points for each building from Cabana Road West, one with shared access.</p> <p>Parking will be located at the rear of the Site.</p> <p>The proposed buildings will be brought close to the roadway, allowing an increase in rear yard setback.</p> <p>The proposed development will blend with the existing character of the surrounding area.</p>
7.0 - Infrastructure	The provision of proper infrastructure provides a safe,	The proposed development is close to nearby transit, off a

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	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.	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 buildings will be addressed as part of the building permit.</p> <p>The City's Intensification Guidelines have been reviewed.</p> <p>The final design of the buildings will incorporate a transition between properties.</p> <p>The area is in transition.</p> <p>An UDS has been prepared and summarized in Section 4.3.4 of this PRR.</p>
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"> (a) massing; (b) building height; (c) architectural proportion; (d) volumes of defined space; (e) lot size; (f) position relative to the road; (g) building area to site area ratios; 	<p>The proposed development will be a natural integration of the established area.</p> <p>The proposed buildings will provide an appropriate transition.</p> <p>Massing – the proposed buildings will be limited to 3 storeys, which will blend well with the medium profile scale and massing of the existing surrounding area.</p> <p>Building height – there are no impacts on privacy or shadowing on abutting</p>

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	<p>(h) the pattern, scale and character of existing development;</p> <p>(i) exterior building appearance; and</p> <p>(j) Council adopted Design Guidelines that will assist in the design and review of applications for development in accordance with the policies noted above</p>	<p>properties based on the proposed building height and location of the buildings on the Site. Buffering and screening can be proposed.</p> <p>Architectural proportion – the proposed visual effect of the relationship of the proposed development will blend well with the immediate area. The design will enhance the streetscape along the roadway.</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 separation.</p> <p>Lot size – the existing Site is appropriate for the proposed development. It allows for on-site parking, fire routes, sidewalks, amenity space, and landscaping.</p> <p>Building area – appropriate lot coverage is proposed. The proposed buildings 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 medium profile</p>

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		<p>surrounding area. The street-facing façade will be designed to be visually appealing and well-articulated.</p> <p>Exterior building appearance – the proposed buildings will be designed professionally and be aesthetically pleasing. The building's access will be clear and visible from the street for effective wayfinding.</p> <p>Intensification Guidelines – transition can be achieved through buffering that will include landscaping where the 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, and an amendment is not required.

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 providing 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 Figure 4 – Zoning).

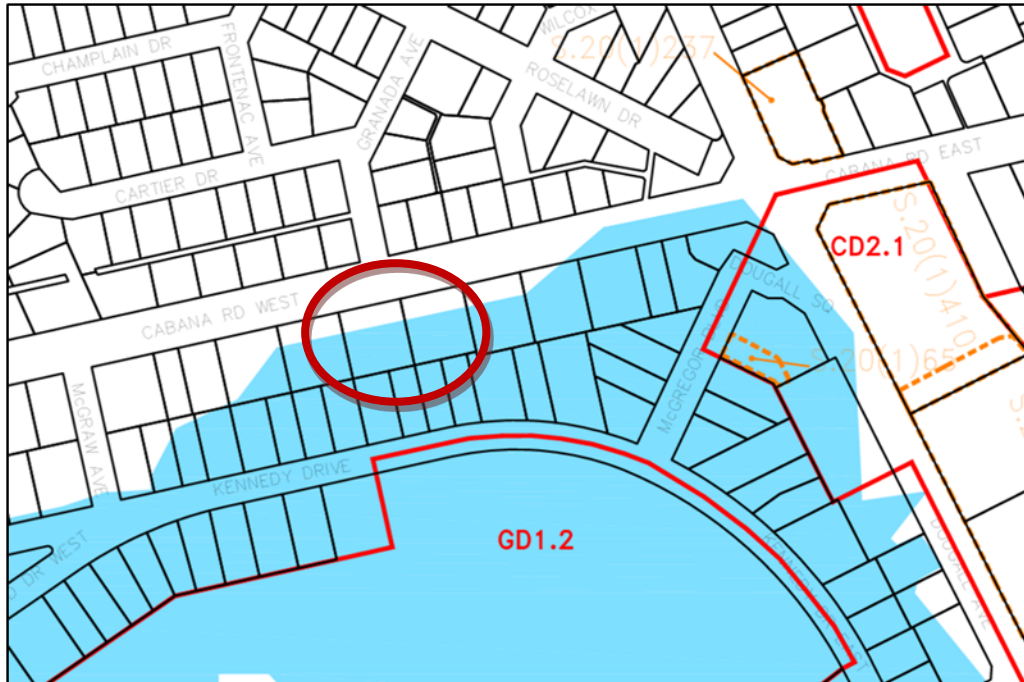


Figure 4 –Zoning

The zoning for the Site is proposed to be changed to a site specific Residential District 2.2 (RD2.2 - S.20(1)(XXX)) category as shown on Map 9 of the City of Windsor Zoning By-Law (ZBL) in order to permit a multiple dwelling with 5 or more dwelling units.

MULTIPLE DWELLING means one dwelling containing a minimum of three dwelling units. A double duplex dwelling, semi-detached dwelling, stacked dwelling, or townhome dwelling is not a multiple dwelling.

A review of the RD2.2 zone provisions, as set out in Section 11.2.5.4 of the ZBL, is as follows:

Zone Regulations	Required RD 2.2 Zone (Multiple Dwelling)	Proposed Lot/Building A	Proposed Lot/Building B	Proposed Lot/Building C	Compliance and/or Relief Requested with Justification
Permitted Uses	One Double Duplex Dwelling One Duplex Dwelling One Multiple Dwelling	Multiple dwelling with 5 or more dwelling units	Multiple dwelling with 5 or more dwelling units	Multiple dwelling with 5 or more dwelling units	A zoning amendment is required to permit the proposed development

Zone Regulations	Required RD 2.2 Zone (Multiple Dwelling)	Proposed Lot/Building A	Proposed Lot/Building B	Proposed Lot/Building C	Compliance and/or Relief Requested with Justification
	containing a maximum of four dwelling units One Semi-Detached Dwelling One Single Unit Dwelling Townhome Dwelling Any use accessory to any of the preceding uses				It is proposed to add Multiple dwelling with 5 or more dwelling units as an additional permitted use.
Min. Lot Width	18.0 m	14.9 m	14.9 m	13.7 m	<p>Relief is required for each lot (say 13 m).</p> <p>Relief is considered minor.</p> <p>The proposed lots' width varies in size.</p> <p>The development is an efficient use of the proposed lots.</p> <p>Lot coverage can be complied with.</p>
Min. Lot Area	540.0 m ²	14.9 m x 45.7 m = 680.93 m ²	14.9 m x 45.7 m = 680.93 m ²	13.7 m x 45.7 m = 626.09 m ²	Complies

Zone Regulations	Required RD 2.2 Zone (Multiple Dwelling)	Proposed Lot/Building A	Proposed Lot/Building B	Proposed Lot/Building C	Compliance and/or Relief Requested with Justification
Max. Lot Coverage	45.0%	Lot – 680.93 m ² Building – 157.38 m ² = 23.13%	Lot – 680.93 m ² Building – 157.38 m ² = 23.13%	Lot – 626.09 m ² Building – 157.38 m ² = 25.14%	Complies
Max. Main Building Height	9.0 m	9.0 m	9.0 m	9.0 m	Complies
Min. Front Yard Depth	6.0 m	6 m	6 m	6 m	Complies
Min. Rear Yard Depth	7.50 m	20.5 m	20.5 m	20.5 m	Complies
Min. Side Yard	1.20 m	East side – 2.5 m West side - 2.5 m	East side – 2.5 m West side - 2.5 m	East side – 2.5 m West side - 2.5 m	Complies
Min. Parking Spaces Required (Table 24.20.5.1)	Multiple Dwelling containing a minimum of 5 Dwelling units = 1.25 for each dwelling unit 1.25x6= 7.5 (1 lot) OR 1.25 x18=22.5 (total, 22 rounded down)	26	26	26	Comply

Zone Regulations	Required RD 2.2 Zone (Multiple Dwelling)	Proposed Lot/Building A	Proposed Lot/Building B	Proposed Lot/Building C	Compliance and/or Relief Requested with Justification
Visitor Parking – minimum 24.22.1	15 percent of parking spaces shall be marked as visitor parking – 1 each lot	TBD	TBD	TBD	Shall Comply
Accessible Parking Spaces - minimum 24.24.1	1 to 25 = 1 Type A space	3	3	3	Complies
Bicycle Parking Spaces - minimum 24.30.1.1	1 to 9 - 0	3	3	3	Complies
Loading Spaces Required – minimum 24.40.1	1,000 m ² or less = 0	0	0	0	Complies
Parking Area Separation - minimum 25.5.20	.2 any other street – 3.00 m	>3.00 m	>3.00 m	>3.00 m	Complies
	.3 an interior lot line or alley – 0.90 m	2.13 m	2.13 m	2.13 m	Complies
	.5 A building wall in which is located a main pedestrian entrance facing the parking area – 2.0 m	>2.0 m	>2.0 m	>2.0 m	Complies

Zone Regulations	Required RD 2.2 Zone (Multiple Dwelling)	Proposed Lot/Building A	Proposed Lot/Building B	Proposed Lot/Building C	Compliance and/or Relief Requested with Justification
	.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	TBD	TBD	TBD	Shall Comply

Therefore, the proposed development will conform to the purpose and intent of the City of Windsor ZBL.

In addition to the change in zoning for the permitted use of a multiple dwelling with 5 or more dwelling units as an additional permitted use, the proposed development will comply with all zone provisions set out in the RD2.2 Zone except for the following, which requires site specific relief:

1. *Decrease the minimum lot width from 18.0 m to 13 m.*

6.0 SUMMARY AND CONCLUSION

6.1 Context and Site Suitability Summary

6.1.1 Site Suitability

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

- The land area is sufficient to accommodate the proposed development,
- 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,
- There are no natural heritage concerns,
- There are no cultural heritage concerns,
- There are no hazards, and
- The location of the proposed development is appropriate.

6.1.2 Compatibility of Design

The proposed development has been designed to be compatible with the existing built-up area.

The proposed development is a medium profile form of development which incorporates sufficient setbacks to allow for appropriate landscaping and buffering.

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

The proposed height is appropriate for the Site. The building will be located close to the road in order to increase the rear yard setback from abutting residential uses.

The proposed development will be designed to address compatibility.

The proposed development will help diversify housing options in the surrounding neighbourhood and will help supply the housing units that are needed in the area.

6.1.3 Good Planning

The proposal represents good planning as it addresses the need for the City to provide infilling, which contributes to a new housing choice and intensification requirements set out in the PPS and the OP.

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

It is good planning to build up and not out.

The proposed development will not change lotting or street patterns in the area.

The street-facing façade will be designed to be visually appealing and well-articulated.

6.1.4 Natural Environment Impacts

The proposal does not have any negative natural environmental impacts.

6.1.5 Municipal Services Impacts

Full municipal services are available, which is the preferred form for development.

There are no parking or traffic concerns.

6.1.6 Social, Heritage and/or Economic Conditions

The proposed development does not negatively affect the social environment as the Site is in close proximity to major transportation corridors, transit, open space and community 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 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.

Based on the Site area, the proposed development will result in a total gross density, which is appropriate for the area.

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 Council for the City of Windsor to approve the ZBA to permit the proposed development on the Site.

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

