

PLANNING RATIONALE REPORT

ZONING BY-LAW AMENDMENT PROPOSED RESIDENTIAL DEVELOPMENT

**1141 Cabana Road West and 1175 Cabana Road West
City of Windsor, Ontario**

December 30, 2025

Prepared by:



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1.0 INTRODUCTION

I have been retained by Homes By Artisan c/o of Idris Olatunji Yekinni (herein the "Applicant"), to provide a land use Planning Rationale Report (PRR) in support of a proposed residential development to be located at 1141 Cabana Road West and 1175 Cabana Road West (herein the "Site") in the City of Windsor, Province of Ontario.

The Site, in Ward 1 (Roseland Planning District), is made up of two (2) parcels of land, which are currently being used for residential with single detached dwellings (to be demolished).

Two (2) informal electronic public open houses were held with neighbours and property owners by the Applicant, which resulted in some changes to the concept plan, based on feedback received.

Since the first informal public open house, the property located at 1190 Kennedy Drive West has been removed, and 1141 Cabana Road West has been added.

It is proposed to develop the Site for residential use.

It is proposed to construct one 3 storey multiple dwelling consisting of a total of 29 residential dwelling units.

The residential space will be marketed for retirement living.

A total of 37 parking spaces to be located on-site are proposed, with vehicle access from Casgrain Drive.

The tenure (ownership) of each unit will be individually owned.

The proposed development will be serviced by full municipal infrastructure, including water, storm and sewer.

Pre-consultation (stage 1) was completed by the Applicant (City File PC-052/24). Comments dated June 10, 2024, were received and have been reviewed and incorporated into this PRR.

Pre-submission (stage 2) was completed by the Applicant (City File PC-102/24). Comments dated October 31, 2024, were received and have been reviewed and incorporated into this PRR.

Pre-submission resubmission (stage 2) was completed by the Applicant (City File PC-086/25). Comments dated October 17, 2025, were received and noted.

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

The purpose of the ZBA is to create more housing through infill and intensification.

Once the ZBA application has been approved, the Applicant will proceed with a Site Plan Control (SPC) application, prior to the issuance of a building permit.

In order to create the units to sell individually, a Draft Plan of Condominium application will be required once the building has been constructed.

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.

This PRR will show that the proposed development is suitable development for a residential use, 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 two (2) square-shaped lots located on the southeast corner of Cabana Road West and Casgrain Drive (see area in **red** on Figure 1 – Site Location).



Figure 1 – Site Location (Source: Windsor Map My City GIS)

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

One parcel is an interior lot, and the other is a corner lot.

The Applicant intends to merge the two (2) parcels of land together as part of the proposed development.

Since the first informal public open house, property located at 1190 Kennedy Drive West has been removed and 1141 Cabana Road West has been added.

The Applicant is Homes By Artisan c/o of Idris Olatunji Yekinni.

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

Address	Legal Description	PIN	ARN	Owner	Purchased Date
1141 Cabana Road West	Plan 1478 Sandwich E PT LOT 19	Unknown	3739-080-100-09400-0000	1001034403 ONTARIO INC. (Idris Olatunji Yekinni is a listed Director)	2024
1175 Cabana Road West	Part lot 19, Plan 1478 Sandwich West as in R1121738; WINDSOR	01576-0194 (LT)	3739-080-100-09300-0000	Idris Olatunji Yekinni	2023

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 3,739 m² (0.374 ha), with a lot frontage of 46.63 m along Casgrain Drive and a lot depth of 80.15 m along Cabana Road West.

2.2.2 Existing Structures and Previous Use

The Site is currently being used for residential purposes, with a single detached dwelling on each parcel of land.

There are no known previous uses.

2.2.3 Vegetation and Soil

The property currently has a mown lawn and scattered 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 are 2 existing driveways.

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

Canada Post has a mailbox located on the southeast corner of Cabana Road West and Casgrain Drive.

There are no other physical features on the Site.

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 1 arterial road, and Casgrain Drive is a local road.

Cabana Road West has recently been widened to 4 lanes.

Streetlights, bike lanes, and sidewalks are located on 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 1473, 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 and St. Gabriel Catholic Elementary School.

There are many parks, trails, and recreation opportunities in close proximity to the Site, including Avon Court Park, St Clair College Sports Plex, and Roseland Golf and Curling Club.

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 built-up area that is currently in transition.

There are a variety of lot sizes and frontages in the area.

Along Cabana Road West, between Dougall Ave and Huron Church Road, there is a mix of land uses in the area, including institutional and residential uses.

A site visit was conducted, and photos were taken on June 10, 2023, by Pillon Abbs Inc.

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



Photo 1 – North

South (along Kennedy Dr W) – The lands directly south of the Site, are used for residential use (see Photo 2 - South).



Photo 2 – South

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



Photo 3 – East

West (along Casgrain Dr) – 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 Planning District), is made up of two (2) parcels of land (to be merged together), which are currently being used for residential with single detached dwellings on each lot (to be demolished).

Two (2) informal electronic public open houses were held with neighbours and property owners by the Applicant, which resulted in some changes to the concept plan, based on feedback received.

Since the first informal public open house, property located at 1190 Kennedy Drive West has been removed, and 1141 Cabana Road West has been added.

It is proposed to develop the Site for residential use.

A concept plan was prepared by Ziad El-Baba Engineering (see Figure 2a –Concept Plan).

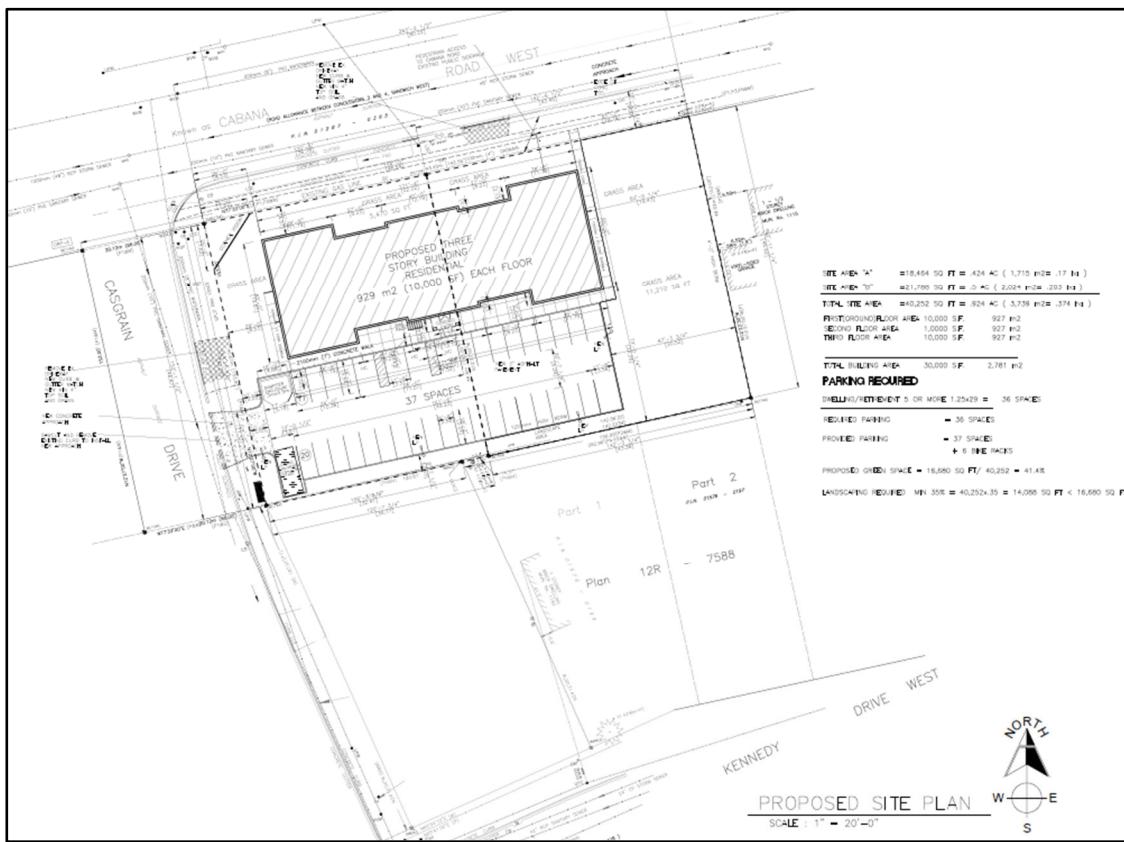


Figure 2a –Concept Plan

The Concept Plan is preliminary in order to illustrate how the Site can be developed.

It is proposed to construct one 3 storey multiple dwelling consisting of a total of 29 residential dwelling units.

The proposed building will occupy 929 m² of the Site and will have a total gross floor area (gfa) of 2,781 m².

The proposed building will be a total of 10.50 m in height (12.24 m to the peak).

The residential space will be marketed for retirement living. The units will be self-contained with their own kitchen.

The building will include bachelor and 1-bedroom units. Elevators will be provided.

The tenure of each unit will be individually owned (condominium).

The first floor will include a foyer, activities room, storage room and mail room.

Based on the lot area (0.37 ha) and the proposed number of units (29), the total residential density of Site will result in 78.378 units per hectare (uph).

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



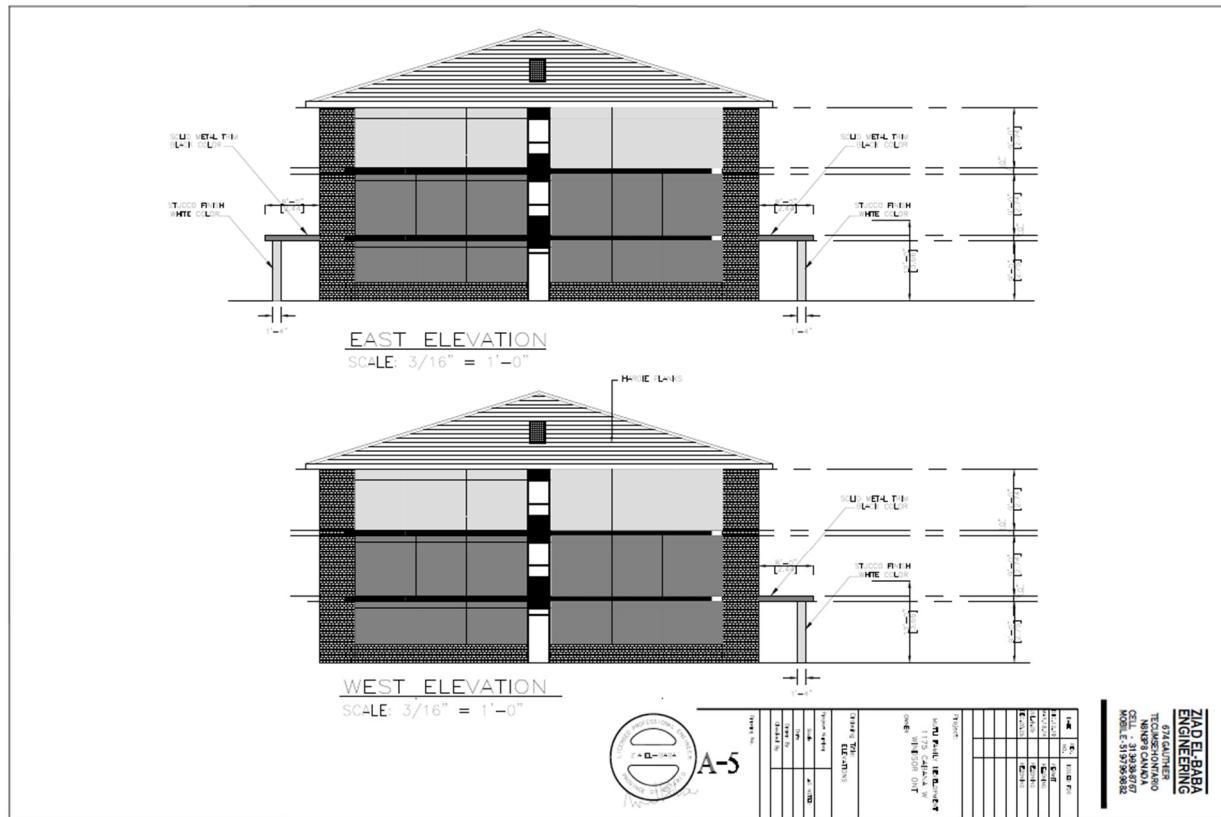


Figure 2b – Elevations

The Elevations are preliminary in order to illustrate how the Site can be developed.

The proposed building will face Cabana Road West.

Private balconies will be located on the south and north sides of the proposed building and will be recessed.

A total of 37 parking spaces to be located on-site are proposed, with vehicle access from Casgrain Drive (all-directional).

The parking area is proposed to be paved and marked.

A total of 3 barrier free spaces and 1 loading space are proposed. Visitor parking will be provided, as well as outdoor storage for at least 6 bicycles.

Landscaping, garden area, outdoor seating and fencing will be provided on the Site.

Concrete sidewalks are proposed to connect the proposed building to the parking area and the municipal right-of-way.

A fire route will also be provided.

The refuse (garbage and recycling) will be located in a dumpster enclosure located on the southwest corner of the parking area.

The proposed development will be serviced by full municipal infrastructure, 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 and property owners on Thursday, July 6, 2023, 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 75 notices were mailed out, which represent a **120 m** radius from the Site.

Notices stated that the proposed development was for 1175 Cabana Road West and 1190 Kennedy Drive West and stated the following:

It is proposed to construct one 3 storey combined use building consisting of commercial space with an approximate gross floor area of 697 m² on the ground floor and two floors of residential above (total of 12 dwelling units).

A total of 45 parking spaces to be located on-site are proposed with access from Cabana Road West and Casgrain Drive.

Including the City of Windsor Staff and the Applicant representatives, a total of 132 people registered for the open house.

Emails, letters, and phone calls were also received.

Based on the feedback received at the informal electronic public open house, changes to the concept plan were made (including the subject property).

A second informal electronic public open house was held with area residents and property owners on Tuesday, July 16, 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 revised proposed development.

A total of 192 notices were mailed out, which represent a **200 m** radius from the Site.

Notices stated that the proposed development was for 1141 Cabana Road West and 1175 Cabana Road West (does not include 1190 Kennedy Drive West) and stated the following:

The applicant proposes to remove the existing dwellings (and any accessory structures) on the subject lands and construct a new 4-storey combined use building containing 929 m2 GFA of commercial use (office, doctor, and pharmacy) on the main floor and residential use above the main floor commercial. A total of 6 commercial units and 24 residential units are proposed.

The applicant also proposes to construct 61 on-site parking spaces with vehicular access from Cabana Rd W and Casgrain Dr.

Including the City of Windsor Staff, and the Applicant representatives, a total of 48 people registered for the open house.

Emails, letters, and phone calls were also received.

As set out in the City of Windsor OP, the following is a summary of the comments and responses from the 2 public open houses:

Topic Item	Comment and Questions (Open House #1)	Comment and Questions – Revised Concept Plan (Open House #2)	Response
	1175 Cabana Road West and 1190 Kennedy Drive West	1141 Cabana Road West and 1175 Cabana Road West (does not include 1190 Kennedy Drive West)	
Infilling and Intensification	<p>This is a good example of what the City should be supporting.</p> <p>Providing a new housing choice is good for the neighbourhood.</p>		Noted.
Access & Entrance	<p>What is proposed is unsafe, too close to the corner, maybe it should be moved east on Cabana.</p> <p>There should only be 1 access.</p>	Casgrain entrance is an issue, even if it is a secondary access.	<p>The location of the access can be reviewed.</p> <p>The Casgrain Drive entrance could be limited to fire and garbage trucks.</p>

Topic Item	Comment and Questions (Open House #1) 1175 Cabana Road West and 1190 Kennedy Drive West	Comment and Questions – Revised Concept Plan (Open House #2) 1141 Cabana Road West and 1175 Cabana Road West (does not include 1190 Kennedy Drive West)	Response
	No new entrance along Cabana Rd W was promised.		
Traffic	<p>TIS should be completed, it is hard to turn left on Cabana.</p> <p>Speed bumps are needed.</p> <p>There is currently traffic congestion, even more so with the road widening of Cabana.</p>	<p>Traffic congestion is already an issue and is a concern.</p> <p>Cabana is too busy.</p>	<p>A TIS will be prepared as part of the submission.</p>
OPA 159	<p>When was this approved?</p> <p>How did Cabana become a mixed use corridor?</p> <p>Cabana is not a mixed use corridor. It is made up of 116 homes.</p> <p>This will open up a floodgate of development.</p> <p>This will create precedence.</p>	<p>Development does not support the OP.</p> <p>This corridor should not be changed.</p> <p>Is this a mature neighbourhood?</p> <p>OPA 159 should be rescinded.</p>	<p>The City of Windsor considered and adopted the OPA in July 2022. City Council, on July 11, 2022, passed By-law 100-2022, which adopted OPA 159.</p> <p>Open houses and public meetings were held by the City.</p> <p>No appeals were received on the OPA.</p> <p>OPA 159 changed the site to a mixed use corridor land use designation.</p>

Topic Item	Comment and Questions (Open House #1) 1175 Cabana Road West and 1190 Kennedy Drive West	Comment and Questions – Revised Concept Plan (Open House #2) 1141 Cabana Road West and 1175 Cabana Road West (does not include 1190 Kennedy Drive West)	Response
			<p>The Site is not within a mature neighbourhood.</p> <p>OPA 159 is in force and effect by the City.</p> <p>The lands are now subject to OPA 196.</p>
Transition and Buffering	How will this be addressed?		<p>Transition can be addressed by setting the building as far toward the northwest corner of the Site as possible.</p> <p>Buffering can be addressed with increased setbacks from lot lines and landscaping.</p>
Building Face	Where will the building face?		The proposed building will face Cabana and Casgrain.
Building Location	<p>The building should be moved closer to Cabana Rd W.</p> <p>The area abutting Kennedy should not be developed</p>	<p>Setbacks are an issue.</p> <p>Too close to Casgrain, and the sightlines may not be sufficient.</p> <p>Why are you tearing down houses?</p>	<p>The location of the entrances can be reviewed.</p> <p>The proposed building will be located close to the corner to allow for parking at the rear.</p>

Topic Item	Comment and Questions (Open House #1) 1175 Cabana Road West and 1190 Kennedy Drive West	Comment and Questions – Revised Concept Plan (Open House #2) 1141 Cabana Road West and 1175 Cabana Road West (does not include 1190 Kennedy Drive West)	Response
			Property along Kennedy is no longer being developed.
Notice and Open House	<p>Who was notified of the Open House?</p> <p>Why was this a virtual meeting?</p>		<p>Everyone was notified by mail within a 120 m radius of the subject lands, per the City protocol.</p> <p>Virtual meetings have been very successful in the past and allow everyone a chance to access the meeting, no matter where they are (ie vacation, out of town, at home with family, etc).</p> <p>The second notice was mailed to a 200 m radius.</p>
Mixed Use	<p>Mixed use should only include churches and schools, not retail or offices.</p> <p>We were promised no new commercial development along Cabana.</p>	<p>City needs to rethink 'vehicle oriented uses' and ask people to use bus and walk.</p>	<p>OPA 159 changed the Site to a mixed use corridor.</p> <p>Mixed use includes standalone residential uses and combined use buildings.</p>

Topic Item	Comment and Questions (Open House #1) 1175 Cabana Road West and 1190 Kennedy Drive West	Comment and Questions – Revised Concept Plan (Open House #2) 1141 Cabana Road West and 1175 Cabana Road West (does not include 1190 Kennedy Drive West)	Response
			They are to be located on class 1 arterial roads. The lands are now subject to OPA 196.
Safety, Privacy and Crime	<p>The area is currently unsafe (walkers, pets, speeding, Cabana is a highway, no streetlight).</p> <p>Break-ins will increase due to this development.</p> <p>There is a risk of injury to pedestrians.</p> <p>Privacy and enjoyment will be lost.</p>	Autist child will be impacted.	The proposed combined use building will be constructed to be safe.
Ditch and Floodplain Area	<p>There is a ditch that ERCA regulates.</p> <p>There will be a loss in greenspace, which will reduce the ability to absorb storm water</p>	Climate change will be impacted.	ERCA permits will be obtained, if required.
Greenspace		Not enough greenspace	Landscaping will be required as set out in the ZBL.
Fit, Character and Compatibility	The Site is the heart (gateway) of the residential area, and development at this location is not appropriate.	Cabana Rd image will change.	The proposed combined use building will be constructed to be compatible.

Topic Item	Comment and Questions (Open House #1) 1175 Cabana Road West and 1190 Kennedy Drive West	Comment and Questions – Revised Concept Plan (Open House #2) 1141 Cabana Road West and 1175 Cabana Road West (does not include 1190 Kennedy Drive West)	Response
	<p>The Site should remain the same (as 2 single detached dwellings).</p> <p>Does not fit in with the existing neighbourhood.</p> <p>This does not fit the character of the Roseland area.</p>	<p>This is a residential neighbourhood, made up of singles.</p> <p>Cannot keep changing neighborhoods and disrupt existing neighbourhoods.</p>	<p>Compatibility does not mean the development has to be the same as what exists in the area.</p> <p>The final design of the building will be addressed at the time of SPC approval.</p>
Commercial Needs	We do not need any more commercial or doctors' offices in the area.		<p>There are doctors currently interested in this Site.</p> <p>Commercial uses are no longer proposed.</p>
Residential Needs		Why are we doing this? Just to accommodate international students?	There is a need for more housing choices in the City of Windsor.
Appeal	What are the appeal options?		<p>OLT is the appeal body.</p> <p>The Planning Act has recently changed (no third party appeals).</p> <p>The Applicant has the right to appeal, once the City issues a notice of decision.</p>
Merging Land	Why does the land need to merge?		The 2 parcels of land need to be merged in

Topic Item	Comment and Questions (Open House #1) 1175 Cabana Road West and 1190 Kennedy Drive West	Comment and Questions – Revised Concept Plan (Open House #2) 1141 Cabana Road West and 1175 Cabana Road West (does not include 1190 Kennedy Drive West)	Response
			order to develop as 1 site.
Heritage		This is a designated heritage site.	There are no heritage resources that apply to this Site.
Ownership (tenure)		Too many rentals in the area already.	The units will be individually owned.
Vision	What is the vision for the development?	We will get nothing but trouble.	To provide for a new housing choice and commercial opportunity. The units will be marketed for retirement living.
Streetlights	They are needed in the area.		This would not apply to the proposed development of the Site.
Noise	Students make too much noise.		This is a property standards issue.
Smoke	Tenants will smoke and will get onto our property.		Not a planning issue.
Rodents	Development will increase rodents in the area.		Garbage will be stored in an enclosed bin located in the parking area.
Garbage	Development will increase garbage in the area.	Garbage is not located in a good space for maneuvering	Garbage will be stored in an enclosed bin located in the parking area.

Topic Item	Comment and Questions (Open House #1) 1175 Cabana Road West and 1190 Kennedy Drive West	Comment and Questions – Revised Concept Plan (Open House #2) 1141 Cabana Road West and 1175 Cabana Road West (does not include 1190 Kennedy Drive West)	Response
			The final location will be determined as part of SPC approval.
Site Selection and Design	Develop somewhere else. You cannot design anything that will be compatible with the area. We will lose golfers.	Detrimental to the City if the development were to be allowed. This will be worse than Dougall. This will impact golfers.	The Site has been selected based on its location along Cabana Road West and that it is a corner lot. Cabana Rd W is in transition. PPS encourages development near public service facilities.
Schools		There are schools close by with children walking to these schools.	Development near schools is encouraged.
Parking	Barrier free spaces should be closer to the main entrance. Do not allow parking along Kennedy.	There is still not enough parking. City should change their by-law to ask for more. There are too many spaces. Can streets in the area have 'no parking'. Parking cannot be located on the Kennedy property.	The location of the parking spaces can be reviewed. A Parking Study will be completed. On-street parking is regulated by the City. No parking is proposed on abutting lands.

Topic Item	Comment and Questions (Open House #1) 1175 Cabana Road West and 1190 Kennedy Drive West	Comment and Questions – Revised Concept Plan (Open House #2) 1141 Cabana Road West and 1175 Cabana Road West (does not include 1190 Kennedy Drive West)	Response
Bicycle Storage	Spaces should be shown on the concept plan		The location of the bicycle spaces will be shown on the final concept plan, as SPC approval.
Unit Size	The units are too small		1-2 bedroom units are proposed. The size of the units will help make them affordable.
Elevators	They should be included		The final design may include elevators.
Intensification Guidelines	How will they be applied? The design does not comply,		The guidelines will be addressed as part of SPC.
Infrastructure	A FSR should be prepared. A site specific analysis is required. The City needs to ensure that Cabana can be serviced.	SWM will need to be completed. It will need to go underground.	The required reports will be prepared as part of the application for ZBA.
Height	2 storeys would be better. There are no other 3 storey buildings in the area.		The proposed height is supported by the mixed use corridor land use designation. Low profile housing is encouraged.

Topic Item	Comment and Questions (Open House #1) 1175 Cabana Road West and 1190 Kennedy Drive West	Comment and Questions – Revised Concept Plan (Open House #2) 1141 Cabana Road West and 1175 Cabana Road West (does not include 1190 Kennedy Drive West)	Response
Planning Process and Application Status	What is the planning process for approval? What is the application status.		No formal application has been made to the City as of yet. A stage 2 application will be the next submission to the City. Notification of the formal public meeting will be sent by the City, once the formal application is deemed complete.
Property Values and Taxes	This will decrease our home values.	Property values and taxes are impacted.	Not a planning issue.
Intensification	This will cause intensification of blight.	This will not help out homelessness.	The PPS and City OP support infilling and intensification.
Affordability	These will not be affordable rental units for students. This development will not solve the City housing crisis.	Cost of the units and how it compares with the average income of the residents of the City. Can people afford these units? Who are the type of tenants?	Smaller units will allow for affordability. Tenants could be students or families. The price of the units is yet to be determined.
Density	There will be too many people.	Density is too high and will not work.	A total of 24 units are proposed, which is an appropriate

Topic Item	Comment and Questions (Open House #1) 1175 Cabana Road West and 1190 Kennedy Drive West	Comment and Questions – Revised Concept Plan (Open House #2) 1141 Cabana Road West and 1175 Cabana Road West (does not include 1190 Kennedy Drive West)	Response
	Townhomes would be better.		density for the size of the Site. The proposal has now been changed to 29 residential units.
Balconies	There should be none. Loss of privacy will result.		Balconies may be recessed. The final design of the proposed building will be reviewed at the time of SPC.
Apartments	They need to go downtown.		Development is encouraged in all areas of the City.
List of Attendees and presentation	Can these be shared?	Please share again. Please convey all our concerns accurately and verbatim.	A list of attendees and the presentation have been shared with all registered attendees.
Emergencies	Responses will be slower.	How will fire trucks enter?	A fire route will be provided. There is fire hydrants close to the Site.
Benefits	There are no benefits to the neighbours. This will not improve the area. The area is unique. Needs are already met.	No benefit to us.	The proposed development will provide for a new housing choice in an existing built up area. The area is in transition.

Topic Item	Comment and Questions (Open House #1) 1175 Cabana Road West and 1190 Kennedy Drive West	Comment and Questions – Revised Concept Plan (Open House #2) 1141 Cabana Road West and 1175 Cabana Road West (does not include 1190 Kennedy Drive West)	Response
Trees	There are several mature trees on the Site that need to be protected	No trees are being preserved	A Tree Inventory and Protection Plan (TIPP) will be prepared as part of SPC.
Existing Site	Did you attend the Site? Are there people living in the buildings now?		A site visit was conducted. There are people living in the existing dwellings now.
PPS		Development does not support the PPS.	The PPS does encourage infill and intensification. It is better to build up as opposed to out.
1190 Kennedy Drive		What is proposed for the Kennedy Prop. There are a lot of rentals that are sitting vacant.	The existing single detached dwelling will remain.
Concept Plan		Nothing has been changed with this revised concept plan. This is just to pacify the neighbours. This is not the same proposal as before. This proposal is worse than the 1 st .	The revised concept plan has addressed many of the planning-related concerns of the neighbours, such as removing the Kennedy Drive property.

Topic Item	Comment and Questions (Open House #1) 1175 Cabana Road West and 1190 Kennedy Drive West	Comment and Questions – Revised Concept Plan (Open House #2) 1141 Cabana Road West and 1175 Cabana Road West (does not include 1190 Kennedy Drive West)	Response
Zoning		<p>What does the city need to do -ZBA change?</p> <p>Neighbours need to stop this.</p> <p>OP and ZBL conflicts.</p>	<p>The next step is to attend the public meeting.</p> <p>At some point in time, the ZBL may be updated by the City.</p>

Based on comments received from the 2 open houses, the commercial portion of the proposed development has been removed, and further changes have been made to the concept plan.

4.0 PROPOSED APPLICATIONS AND STUDIES

Pre-consultation (stage 1) was completed by the Applicant (City File PC-052/24). Comments dated June 10, 2024, were received and have been reviewed and incorporated into this PRR.

Pre-submission (stage 2) was completed by the Applicant (City File PC-102/24). Comments dated October 31, 2024, were received and have been reviewed and incorporated into this PRR.

Pre-submission resubmission (stage 2) was completed by the Applicant (City File PC-086/25). Comments dated October 17, 2025, were received and noted.

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

The following explains the purpose of the application 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 purpose of the ZBA is to create more housing through infill and intensification.

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 to change the zoning from 'Residential District 1.4 (RD1.4)' category to 'Residential District 3.1 (RD3.1) (XXX)' category to permit the proposed multiple dwelling.

Relief from certain regulations is also being requested.

The ZBA is detailed, and the justification is set out in Section 5.1.4 of this PRR.

4.2 Other Applications

Once the ZBA application has been approved, the Applicant will proceed with a Site Plan Control (SPC) application, prior to the issuance of a building permit.

SPC will include the final building design, lighting, buffering, lot grading, landscaping, signage, etc.

In order to create the units to sell individually, a Draft Plan of Condominium application will be required once the building has been constructed.

4.3 Supporting Studies

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

4.3.1 Infrastructure

A Functional Servicing Report (FSR) was prepared by Ziad El-Baba Engineering, dated July 24, 2024, and revised on October 25, 2024, July 6, 2025 and December 20, 2025.

A total of 24 residential units (with commercial on the main floor) were evaluated originally, and 29 residential units are now proposed (with no commercial).

The report provided a review of municipal services for the Site, including sanitary, storm, and watermains.

No concerns were identified.

4.3.2 Traffic, Sightline and Parking

A Traffic Impact Brief (TIB) and Parking Study (PS) was prepared by RC Spencer Associates Inc., Consulting Engineers, dated May 2024 and revised December 2024.

The purpose of the report was to evaluate the impact on area traffic operations.

A total of 24 units (with commercial on the main floor) were evaluated, and 29 units are proposed. It is anticipated that the increase in units will not have a significant impact on traffic.

The study was prepared for a mixed-use development with an access point on Cabana Rd. W.; however, the updated plan is for residential use only and eliminates access to Cabana Rd. W.

The purpose of the parking study was to evaluate the potential deficiency in the on-site parking supply.

A total of 60 parking spaces were evaluated, and only 37 parking spaces are proposed. With the removal of the commercial use, the proposed residential parking now complies with the zoning requirements.

A sight line analysis was also included.

The following was concluded:

- the intersection at Casgrain Dr at Cabana Rd W will continue to operate satisfactorily,
- the proposed Site access at Cabana Rd W will operate well,
- the proposed Site access at Casgrain Dr will operate well,
- the Site parking of 60 spaces is sufficient to accommodate the proposed development, and
- there is sufficient sight distance for safe egress from the Site can be achieved.

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. 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 they relate 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 more housing and density to help 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 there are nearby amenities available.</p> <p>The proposed development will provide for more housing in an existing built up area.</p> <p>The Site has access to transportation, public service facilities, other institutional uses, 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 new housing for the area.</p> <p>The proposed development supports the City's targets to provide for more housing.</p> <p>The needs of the residents can be accommodated as the</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>Site is located near local amenities.</p> <p>The Site offers an opportunity for intensification and infilling.</p> <p>The Site is a large 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 City has added the opportunity for residential uses along Cabana Road West with the current land use designation set out in the City OP.</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	<p>Land use patterns within settlement areas should be based on densities and a mix of land uses which:</p> <ul style="list-style-type: none"> 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 infilling on a corner parcel of land.</p> <p>The final design will be subject to SPC approval, including roof style, streetscape, facade articulation, windows, awnings, etc.</p> <p>A UDB was not required as part of the ZBA application.</p> <p>However, the design and style of the proposed building will be designed to blend well with the scale and massing of the existing surrounding area. It takes into consideration the transition between land uses.</p> <p>The current land use designation does prefer 3 storeys.</p> <p>The proposed use will buffer the existing residential uses from Cabana Road West.</p>

PPS Policy #	Policy	Response
		<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	<p>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>	<p>The Site offers an opportunity for intensification.</p> <p>The proposed development provides an infill opportunity for a large parcel of land.</p> <p>The design of the proposed development has provided a compact form.</p>
2.3.1.4	<p>Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.</p>	<p>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.</p>
2.3.1.6	<p>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.</p>	<p>The Site has access to existing infrastructure and nearby public service facilities.</p>
Chapter 3.1.1 – Infrastructure and Facilities	<p>Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs.</p>	<p>The proposed development has access to full municipal services.</p>

PPS Policy #	Policy	Response
		<p>An FSR has been completed and summarized in Section 4.3.1 of this PRR.</p> <p>There are nearby public service facilities.</p>
3.3.3 - Transportation	<p>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.</p>	<p>The proposed development will not have a negative impact on nearby transportation and infrastructure corridors.</p> <p>A TIS has been completed and summarized in Section 4.3.2 of this PRR.</p>
3.6.2	<p>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.</p>	<p>The proposed development will be serviced by municipal sewer, water and storm, which is the preferred form of servicing for settlement areas.</p> <p>An FSR has been provided and summarized in Section 4.3.1 of this PRR.</p>
4.1.1 – Natural Heritage	<p>Natural features and areas shall be protected for the long term.</p>	<p>There are no natural heritage features that impact the Site.</p>
4.2 - Water	<p>Planning authorities shall protect, improve or restore the quality and quantity of water by:</p> <p>b) minimizing potential negative impacts, including cross-jurisdictional and cross-watershed impacts;</p>	<p>No water issues are anticipated.</p> <p>Permits from ERCA will be obtained if required.</p> <p>An FSR has been provided and summarized in Section 4.3.1 of this PRR.</p>
Chapter 5.1.1 – Protecting Public Health and Safety	<p>Development shall be directed away from areas of natural or human-made hazards where</p>	<p>There are no natural or human-made hazards that apply to this Site.</p>

PPS Policy #	Policy	Response
	there is an unacceptable risk to public health or safety or of property damage and not create new or aggravate existing hazards.	There is no risk to the public. ERCA permits will be obtained.

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 Planning Area, as shown on Schedule A: Planning Districts & Policy Areas.

The current land use designation of the Site, subject to development, is 'Residential Corridor', as shown on Schedule D: Land Use Plan of the City of Windsor Official Plan (as amended by OPA 196) (see Figure 3 –OP).



Figure 3 – OP

The Site is also subject to the following:

- Schedule 'B' – Greenway System – Cabana Rd W is designated as "recreationway"
- Schedule 'C' – Development Constraint Areas – Floodplain Areas
- Schedule 'C-1' - Development Constraint Areas Archaeological Potential – Low Potential
- Schedule 'F' - Roads & Bikeways - Cabana Rd W is designated as a Class II Arterial Rd

It is proposed to maintain the 'Residential Corridor' designation in order to permit a standalone low profile multiple dwelling to be used for residential use.

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 - Vision	<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 a multiple dwelling with residential use in an existing built-up area.</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 institutional and residential uses.</p>
3.2 – Growth Concept	<p>The policies of this Plan are directed toward accommodating the projected growth through practical and efficient land use management strategies that promote a compact pattern of development and balanced transportation system. Compatible residential, commercial and employment growth will be directed to appropriate locations within existing and planned</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> <p>Compatible residential growth will be directed to the appropriate locations within existing and planned neighbourhoods to reduce development and infrastructure costs and provide opportunities to live,</p>

OP Policy #	Policy	Response
	neighbourhoods to reduce development and infrastructure costs and provide opportunities to live, work and shop in close proximity.	work and shop in close proximity. The proposed development will support the City's goal of promoting a healthy community in order to live, work, and play.
3.2.3.1 – Transportation System	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 a multiple dwelling in an existing built-up area. The proposed residential use 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.	The proposed development will support the City's goal of promoting a healthy community in order to live, work, and play. The proposed development is close to nearby transit, employment, shopping, local amenities, and parks/trails.
5.4.6.4 – Development Criteria (Floodplain)	Council may permit development in a floodplain in recognized flood fringe areas outside of the floodway, including behind flood control dykes (so as to address the matter of the potential failure of protective works) provided: (a) sufficient information accompanies the application to show that the proposed development and its occupants will be protected from the effects of a Regulatory Flood; (b) the potential upstream and downstream impacts of the	A portion of the Site is subject to ERCA regulations. Permits will be obtained if required prior to any building construction.

OP Policy #	Policy	Response
	<p>development proposal will not significantly affect the hydrology or hydraulics of the floodplain; (c) and that adequate floodproofing measures, determined in consultation with the Essex Region Conservation Authority, are incorporated in the development.</p>	
6.0 - Preamble	<p>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.</p>	<p>The proposed development supports the policy set out in the OP as it is suited for addressing the residential needs of the City.</p>
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> <p>No commercial use is proposed.</p>
6.2.1.2 – 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:</p>	<p>The proposed development is considered a low profile development as it is proposed to have 3 storeys constructed on the Site.</p>

OP Policy #	Policy	Response
	<p>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;</p> <p>and</p> <p>(c) High Profile developments are buildings or structures generally no greater than fourteen (14) storeys in height</p>	
6.3.2.3 – Types of Low Profile Housing	<p>For the purposes of this Plan, Low Profile housing development is further classified as follows:</p> <p>a) small scale forms: single detached, semi-detached, duplex and row and multiplexes with up to 8 units; and</p> <p>(b) large scale forms: buildings with more than 8 units.</p>	<p>The proposed development is considered low profile; however, it is considered a large-scale development as it is proposed to have more than 8 residential units.</p>
6.3.3.1 – Residential Corridor , Permitted Uses	<p>Uses permitted in the Residential Corridor land use designation are a range of low-profile residential uses (as defined in policy 6.3.2.3) that are generally no more than three stories in height. Townhomes, low profile apartments, and multiple dwelling structures are encouraged.</p>	<p>The proposed use as a multiple dwelling structure is considered permitted and is noted as being encouraged.</p> <p>The proposed development is considered a low profile development as it is proposed to have 3 storeys constructed on the Site with residential use.</p>
6.3.3.3 – Locational Criteria	<p>Residential Corridor development shall be located where:</p> <p>a) There is direct access to Class I or Class II Arterial Roads or Class I Collector Roads;</p> <p>b) Full municipal physical services can be provided;</p> <p>c) There is</p>	<p>The Site is located on a Class 1 arterial road.</p> <p>Full municipal services are available, which is the preferred type of servicing.</p>

OP Policy #	Policy	Response
	<p>a logical connectivity to Mixed Use Corridors, Mixed Use Nodes, and Mixed Use Centres; d) Gradual transitions between lower-density neighbourhoods and higher-density mixed use centres, mixed-use nodes, and mixed-use corridors can be achieved; and e) Public transportation services and alternative forms of transportation are accessible; available or are planned to be available;</p>	<p>All traffic will use Casgrain Drive to access the Site from a Class 1 arterial road.</p> <p>The area is in transition. There is no direct connectivity to mixed uses. However, the City has invested in roadway improvement with the intent to support all types of intensification, including residential.</p> <p>The proposed development can be constructed to be compatible with the abutting lands. There are only 2 impacted properties.</p> <p>The Site is a corner lot, which provides the perfect opportunity for intensification, vehicle movement and street essence.</p> <p>There are transportation options.</p>
6.3.3.4 - Evaluation	<p>At the time of submission, the proponent shall demonstrate to the satisfaction of the Municipality that a proposed development within a Residential Corridor 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:</p> <p>(i) within or adjacent to any area identified on Schedule C: Development Constraint Areas and described in the</p>	<p>Section 5.1.1 of this PRR has addressed the provisions of the PPS.</p> <p>Section 5.1.2 of this PRR has addressed the policies of the OP.</p> <p>Section 5.1.3 of this PRR addresses intensification guidelines.</p> <p>Support studies have been prepared and are summarized in Section 4.3 of this PRR, including TIS, Parking and FSR.</p>

OP Policy #	Policy	Response
	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>There are no development constraint areas, with the exception of having a portion of the lands subject to ERCA floodplain area. Permits will be obtained.</p> <p>There are no known contaminations, as the previous use was residential.</p> <p>There are no heritage resources that impact the Site.</p>
	b)in keeping with the goals, objectives and policies of any secondary plan or guideline plan affecting the surrounding area;	There are no secondary plans that impact the Site.
	c)capable of being provided with full municipal physical services and emergency services;	<p>The Site has access to full municipal services.</p> <p>A fire route will be provided for emergency services.</p>
	d)provided with adequate off-street parking;	<p>Parking is provided on-site, which confirms that the requirement is adequate.</p> <p>The required support studies have been completed and are summarized in Section 4.3 of this PRR.</p>
	e)compatible with adjacent land uses including matters such as shadowing, noise, lighting, traffic, and other nuisance effects;	<p>The proposed development is compatible with the land uses in the surrounding area and will help bring up the property standards and preserve the character of the neighbourhood as a critically needed urban intensification project.</p> <p>The final design of the building is subject to SPC approval.</p>

OP Policy #	Policy	Response
	f)compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and landscaped areas;	<p>The proposed scale, size and massing do not cause any negative impact on the enjoyment of abutting properties (ie shadow).</p> <p>There are only 2 abutting parcels of land that are impacted.</p> <p>The final design of the building is subject to SPC approval.</p> <p>Buffering can be provided in the form of setbacks, landscaping, berm, etc.</p>
	g)the relationship of the proposed lot(s) with the lot pattern and configuration within the neighbourhood;	<p>The proposed development has assessed several factors to ensure the development is suitable and harmonious, balancing the need for growth with the preservation of local character.</p> <p>The lot pattern and configuration are appropriate.</p> <p>The 2 parcels of land will be merged.</p> <p>The building will be brought close to and will front along Cabana Road West, giving it a strong street presence.</p> <p>Landscaping will be provided as part of the SPC approval. This will address any need for buffering between land uses.</p> <p>Amenity space is provided, including private balconies, shared communal outdoor seating areas, and an indoor activities room.</p>

OP Policy #	Policy	Response
		<p>The proposed development will include pedestrian connections, landscaping, and amenity space.</p> <p>The residential space will be marketed for retirement living and individually owned.</p> <p>There is a need for residential uses in the area.</p>
	<p>h)the consideration of transitions in height and density to adjacent buildings;</p>	<p>In urban planning, transitioning height and density to adjacent buildings refers to the methods used to integrate new construction with surrounding areas, especially when moving from medium-density to lower-density zones.</p> <p>The goal is to minimize negative impacts such as excessive shadowing, loss of privacy, and creating a jarring visual contrast.</p> <p>In this case, the impacts are minimal.</p> <p>The proposed residential building will provide an appropriate transition between uses, including an appropriate amount of setbacks, landscaping and buffering.</p> <p>There are only 2 abutting properties impacted.</p> <p>There is no shadowing, loss of privacy, or jarring visual contrast anticipated.</p>

OP Policy #	Policy	Response
6.3.3.5 – Design Guidelines	<p>The following guidelines shall be considered when evaluating the proposed design of a development within a Residential Corridor:</p> <p>the ability to achieve the associated policies as outlined in the Urban Design chapter of this Plan; the provision of appropriate landscaping or other buffers to:</p> <ul style="list-style-type: none"> i) enhance all parking lots, and outdoor loading and service areas; and ii) enhance the separation between the use and adjacent sensitive uses, where appropriate; where possible, parking is located in the rear of the buildings to create continuous building facades adjacent to the street; council will encourage Residential Corridor development to provide a continuous street frontage and presence. <p>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; minimize the number of vehicular access points to the adjacent Class I or Class II Arterial Roads or Class I Collector Roads; council will</p>	<p>The final design of the building could also include architectural elements that address transition as well. This will be addressed at the time of SPC approval.</p> <p>An Urban Design Brief (UDB) was not required as part of the ZBA.</p> <p>The final design will be addressed at the time of SPC approval.</p> <p>Achieving good urban design requires a multi-faceted and collaborative approach, focusing on creating sustainable, functional, and socially vibrant spaces.</p> <p>The proposed development integrates architecture, landscape design, and urban planning to create a place that is not only beautiful but also accessible, resilient, and responsive to human needs.</p> <p>The design and style of the proposed building will be designed to blend well with the scale and massing of the surrounding area.</p> <p>The building will be built to be attractive, save and well maintained.</p> <p>The majority of the lands surrounding the Site are transitioning.</p> <p>The proposed residential building will provide a buffer</p>

OP Policy #	Policy	Response
	<p>adopt Design Guidelines that will assist in the design and review of development applications in a manner that will ensure implementation of these policies; council may adopt a Special Policy Areas to provide additional detail for addressing specific planning issues affecting or characterizing a defined Residential Corridor.</p>	<p>between Cabana Road West and the residential uses to the south.</p> <p>Landscaping is proposed to be located as part of the proposed development.</p> <p>The proposed building is to be located close to the northwest corner of the Site to allow for maximum setback from abutting lands.</p> <p>The street-facing façade is designed to be visually appealing and well-articulated.</p> <p>The building's access will be clear and visible from the street for effective wayfinding.</p> <p>The proposed height of the building is appropriate and will not impact the privacy and enjoyment of abutting residential uses.</p> <p>The Site will have pedestrian connections from the municipal sidewalk to the building entrances.</p> <p>The building will face Cabana Road West.</p> <p>Loading areas will not interrupt the pedestrian connection or traffic flow.</p> <p>There is vehicle access from Casgrain Drive (all-directional).</p>

OP Policy #	Policy	Response
		<p>Parking will be located at the rear of the Site.</p> <p>Pedestrian connections from the building to the parking area will be marked.</p> <p>The Site offers an opportunity for a new focal point.</p> <p>Although there are no similar types of buildings in the immediate area, the City has identified Cabana Road West as a 'Residential Corridor', making the Site part of a transition area where residential intensification is supported.</p> <p>The proposed development will be designed to blend with the existing character of the surrounding area by ensuring the material used and style of the construction respect its surrounding architectural context.</p>
7.0 - Infrastructure	<p>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.</p>	<p>The proposed development is close to nearby transit, off a major roadway, and has access to full municipal services.</p>
8.1 – Urban Design	<p>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</p>	<p>The final design of the proposed building will be addressed as part of the SPC approval.</p>

OP Policy #	Policy	Response
	<p>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>	<p>The proposed building, elevation and floor plans are conceptual only.</p> <p>The City's Intensification Guidelines have been reviewed and summarized in Section 5.1.3 of this PRR.</p> <p>The final design of the building will incorporate a transition between land uses.</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; (h) the pattern, scale and character of existing development; (i) exterior building appearance; and (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>The proposed development will be a natural integration of the built up area.</p> <p>The Site is in an area of transition.</p> <p>The proposed residential building 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 be designed to blend well with the surrounding area.</p> <p>The Site is in an area of transition, and more development will follow to help support the vision of the Residential Corridor land use designation.</p> <p>Improvements to Cabana Road West will support intensification.</p> <p>Building height – there are no impacts on privacy or shadowing on abutting</p>

OP Policy #	Policy	Response
		<p>properties based on the proposed building height. The proposed building will be located as close to the road as possible, allowing for additional setback from the lands to the south.</p> <p>Architectural proportion – the proposed visual effect of the relationship of the proposed development is designed to 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 will provide appropriate separation space.</p> <p>Lot size – the existing parcel is appropriate for the development. It allows for on-site parking, fire routes, sidewalks, amenity space, and landscaping.</p> <p>The proposed lot coverage is low.</p> <p>Building area – appropriate lot coverage is proposed.</p> <p>The proposed building will not negatively impact the private use and enjoyment of area residents.</p>

OP Policy #	Policy	Response
		<p>The proposed building will respect the adjacent low profile neighbourhood by siting the building as far away as possible.</p> <p>Pattern, scale, and character – the style of development will be designed to blend well with the scale and massing of the surrounding area. It will take cues from other buildings in the area (including materials and colours).</p> <p>The final design of the building will be addressed as part of SPC.</p> <p>Exterior building appearance – the proposed building will be designed professionally and aesthetically pleasing and reviewed as part of SPC approval.</p> <p>Intensification Guidelines – transition can be achieved through buffering that will include landscaping where transition is most sensitive and additional setbacks. The City's Intensification Guidelines have been reviewed and summarized in Section 5.1.3 of this PRR.</p>
11.6.3.1 – Zoning By-law Amendment Policies	All amendments to the Zoning By-law(s) shall conform with this Plan. The Municipality will, on each occasion of approval of a change to the zoning by-law(s), specify that conformity with the Official	The proposed ZBA will change the current zoning to be more in line with the current OP designation.

OP Policy #	Policy	Response
	Plan is maintained or that the change will be in conformity upon the coming into effect of an amendment to the Official Plan.	
11.6.3.3 – Evaluation Criteria	<p>When considering applications for Zoning By-law amendments, Council shall consider the policies of this Plan and will, without limiting the generality of the foregoing, consider such matters as the following:</p> <ul style="list-style-type: none"> (a) The relevant evaluation criteria contained in the Land Use Chapter of this Plan, Volume II: Secondary Plans & Special Policy Areas and other relevant standards and guidelines; (b) Relevant support studies; (c) The comments and recommendations from municipal staff and circularized agencies; (d) Relevant provincial legislation, policies and appropriate guidelines; and (e) The ramifications of the decision on the use of adjacent or similar lands. 	<p>This PRR has reviewed the relevant land use chapter in Section 5.1.2 of this PRR.</p> <p>Support studies have been summarized in section 4.3 of this PRR.</p> <p>Pre-consultation and pre-submission were received and have been reviewed and incorporated into this PRR.</p> <p>Relevant provincial legislation has been reviewed as part of Section 5.1.1 of this PRR.</p> <p>It is not anticipated that the proposed development will have any negative impacts on the adjacent or similar lands.</p> <p>The building will be designed to blend well and respect the area as Cabana Road West undergoes its transition to higher density and a mix of uses.</p>

Therefore, the proposed development will conform with the purpose and intent of the City of Windsor OP, and no amendment is required.

5.1.3 Intensification Guidelines

The City of Windsor Intensification Guidelines were approved by Council in June 2022.

The objective of the guidelines is to provide direction for the design of future uses that respect the character of Windsor's neighbourhoods.

The Site is subject to the 'Residential Corridors' policies.

The following provides a summary of the key policy considerations of the Guidelines as they relate

Policy #	Policy	Response
2.2 – General Guidelines for All Development	<p>The intent for development within Windsor's Stable and Mature Neighbourhoods is to maintain the Low Profile built form character of the area and ensure a sensitive integration of new development, additions, or renovations to adjacent properties. Low Profile development in the Stable and Mature Neighbourhoods includes single-detached, semi-detached, duplex, townhouses, and apartments that are generally no greater than three (3) storeys in height.</p>	<p>The proposed development will fulfill the need for additional residential units in the area, while infilling a large parcel of land in a built up area.</p> <p>The proposed development is considered a low profile development as it is proposed to have 3 storeys multiple dwelling constructed on the Site.</p> <p>The Site is suitable for the proposed development as it is large enough and is on a corner lot.</p>
2.2.1 – Site Development	<p>The relationship between buildings through placement on the lot is important to ensure a consistent neighbourhood 'feel' and to define and frame the street while imparting the sense of openness and enclosure.</p>	<p>The proposed development is consistent with the character of the neighbourhood.</p> <p>The development will act as a buffer between the existing residential uses and the roadway.</p>
2.2.2 – Development within Heritage Contexts	<p>1. Locate and design buildings to respect and complement the scale, character, form, and siting of on-site and surrounding cultural heritage resources. 2. Ensure that conceptual design and massing of development or redevelopment projects are compatible with adjacent listed heritage buildings and/or sites. 3. New buildings located adjacent to built cultural heritage resources will be</p>	<p>The proposed design provides complementary scale, character, and local context.</p> <p>The final design is subject to SPC approval.</p> <p>The area is in transition.</p> <p>The placement of the building is appropriate for the Site.</p> <p>The conceptual building design has taken inspiration</p>

Policy #	Policy	Response
	compatible with existing historical building types, colours, and material palettes having regard for modern building designs, techniques, and materials.	<p>from the existing neighbourhood.</p> <p>High quality materials and simplistic, timeless detail will inform the envelope.</p> <p>Inspired by the palette of the neighbourhood, with attention to complementary material and colour tone selections.</p> <p>The final design will be subject to SPC review.</p>
2.2.3 – Access & Parking	Garages and driveways should be located and sized based on the established pattern of the neighbourhood.	<p>Access and parking will be located behind the proposed building.</p> <p>The building provides for a strong street presence.</p>
2.2.4 - Landscaping	The objectives of the Urban Design Guidelines with respect to landscape are to: • Maintain the green landscape character of the neighbourhood; • Plan for the urban canopy; • Screen views to rear yard parking; and, • Preserve mature trees.	Landscaping will be provided.
2.2.5 - Materials	The variety of building materials contributes to the interest along the street and to the varied architectural character of the neighbourhood.	<p>The final design will be subject to SPC review.</p> <p>The detail of treatment and materiality will be based on the inspiration of neighbouring aesthetics and style found in the immediate proximity of the Site.</p>
2.3 – Modest Infill Development	The intent for development of single lot infill is to encourage compatible design that does not deviate substantially from an established pattern, without requiring an identical	<p>The proposed development is compatible with the land uses in the surrounding area.</p> <p>The area is in transition.</p>

Policy #	Policy	Response
	<p>design, architectural style, or material palette for every dwelling or building in a neighbourhood. It is important that infill development integrates with the existing context and co-exists in harmony with no undue physical or functional adverse impact on existing or proposed development in the area.</p>	<p>The proposed development will help build on the existing character of the neighbourhood as a critically needed urban infill project.</p>
2.3.1 – General Guidelines	<p>1. Infill development in the form of architecture for renovations and new construction shall:</p> <ul style="list-style-type: none"> a. Ensure development is sensitively integrated with the existing context and character of the neighbourhoods identity. b. Preserve the variety of design, colour and construction materials within a range that enhances the character of the neighbourhood; and, c. Maintain compatible architectural character in the design of roofs, windows, doors, porches and signs. 	<p>The approach to this infill project was to provide new residential units for the community, within a large parcel of land, while maintaining the urban fabric of the neighbourhood.</p> <p>The existing lots will merge together to accommodate the proposed development.</p> <p>Infill housing projects offer numerous benefits, including reducing urban sprawl and revitalizing existing neighbourhoods.</p> <p>To maintain compatible architectural character, the design of roofs, windows, doors, porches, and signs should be guided by a thorough understanding of the neighborhood's existing aesthetic.</p> <p>The goal is to integrate a new or renovated property seamlessly into its environment, respecting the</p>

Policy #	Policy	Response
		<p>established style, scale, and materials.</p> <p>The final design of the building will be part of SPC approval and will address roof, windows, doors, porches and signs.</p>
	<p>2. Ensure the architecture of a new dwelling is consistent with the architectural style and era in which its neighbourhood was built.</p>	<p>To ensure a new residential dwelling is consistent with its neighborhood's architectural style and era, designers should conduct thorough research and analysis of the surrounding homes.</p> <p>The goal is to design a building that complements the established character, scale, and detailing of the area without appearing as a jarring or inappropriate addition.</p> <p>The area is in transition.</p> <p>This proposed development achieves compatibility in height, massing, scale and setback, as well as architectural style, contributing positively to the maintenance and enhancement of this existing built up area.</p> <p>The final design is subject to SPC approval.</p>
	<p>3. Design the architecture of an addition to be consistent with the original architecture of the existing dwelling.</p>	<p>Existing dwellings in the neighbourhood have been taken into consideration in the conceptual design of the proposed building.</p>

Policy #	Policy	Response
		<p>There will be a significant building setback from the lands to the south and east.</p> <p>The final design of the multiple dwelling will be assessed as part of SPC.</p>
	<p>4. On second-story additions and new two-story dwellings, maintain architectural continuity of materials and detailing around all sides of the dwelling, especially where the dwelling backs onto and is visible from adjacent streets or other public areas.</p>	<p>This policy does not apply; however, it should be noted that the proposed height has been considered as part of the overall design of the dwelling.</p> <p>The proposed building will be 10.50 m in height (12.24 m to the peak).</p>
	<p>5. Ensure solar access by designing a new dwelling or addition to not adversely affect the availability of daylight falling on neighbouring properties. Design the location, scale, and massing of an addition or new dwelling to have regard for the amount of shadow upon neighbours' rear yard areas.</p>	<p>To ensure that a new dwelling does not negatively affect the solar access of neighbouring properties, particularly rear yards, a design process must carefully consider location, scale, and massing.</p> <p>This involves undertaking shadow studies and applying thoughtful design strategies.</p> <p>The final design of the proposed building is subject to SPC approval.</p> <p>The building construction will follow best practices for Energy Efficiency, complying with the latest version of the OBC and SB-12.</p>
2.3.2.1 – Building Design (Massing & Elevation Articulation)	<p>The objectives of the Urban Design Guidelines in directing the relationship of the building elevation and entrance to the street are to:</p> <ul style="list-style-type: none"> • Encourage a variety of architectural forms and styles that reflect 	<p>To ensure a proposed building's massing is appropriate for its site and neighborhood, you must compare it to existing homes and local zoning rules.</p> <p>"Massing" refers to a building's</p>

Policy #	Policy	Response
	<p>the evolution of the neighbourhood while enhancing its character.</p> <ul style="list-style-type: none"> Promote "eyes on the street" and a strong presence of the main elevation on the street; Ensure that the prominence of the front entrance is maintained and consistent with the surrounding neighbourhood; and, Ensure the entrance remains the main feature of the house and is oriented to and clearly visible from the street. 	<p>three-dimensional shape, size, and bulk.</p> <p>When introducing a new or significantly altered dwelling, the design should integrate into the established character of the streetscape, not dominate it.</p> <p>The massing is proposed to be appropriate for the Site and for the neighbourhood.</p> <p>The final design of the building is subject to SPC approval.</p> <p>There is visible pedestrian access from the street to the proposed development.</p> <p>The area is in transition.</p> <p>There is a strong street presence as the proposed building will face Cabana Road West.</p>
	<p>1. Design dwellings to have articulated elevations, especially those exposed to streets and open spaces. Articulated elevations might include changes in plane, projections, enhanced fenestration, highlighted entrances, complementary materials, among other architectural elements.</p>	<p>Conceptual elevations have been provided in order to illustrate how the proposed development will look at a pedestrian level.</p> <p>Every effort has been made to ensure the proposed development will blend well with the area.</p> <p>The final design will be subject to SPC review.</p>
	<p>2. Design the building envelope, and individual architectural elements within the building, to reference the</p>	<p>The proposed development is compatible with the surrounding land uses (land</p>

Policy #	Policy	Response
	<p>architectural treatment of buildings in the neighbourhood. The goal is not to replicate buildings of the neighbourhood, but to ensure new development relates to them by incorporating similarities in design language to promote compatibility. Massing and architectural elements to be considered include a. Similar building shape (square, rectangular, L-shaped, etc.); b. Roof lines with similar massing, pitches and articulation (gable, hipped, shed, flat, use of dormers, etc.); c. Similar principal building massing elements (bays, projections, first floor height, building height, entry features, etc.); d. Similar architectural features (porches, stoops, chimneys, columns, frieze boards, etc.); e. Important datum lines (cornice, base courses, string courses, window alignment, bays, etc.); and, f. Similar proportions (bays, windows, garage, etc.).</p>	<p>use, scale, massing, landscaping, etc.).</p> <p>The proposed height complies to the RD3.1 zone requirement. No relief is being requested.</p> <p>There is also a variety of different lot frontages and lot areas in the neighbourhood.</p> <p>The area is in transition as new residential intensification occurs.</p>
	<p>3. Ensure the new building is generally consistent in height and massing with adjacent buildings along the streetscape.</p>	<p>Height and massing have been taken into consideration in the conceptual design of the proposed multiple dwelling.</p>
	<p>4. In Mature Neighbourhoods provide appropriate transitions in height to existing adjacent buildings and ensure</p>	<p>This neighbourhood is not designated Mature Neighbourhood on Schedule A-1 of the OP.</p>

Policy #	Policy	Response
	no new building is more than 0.5 metres higher than the adjacent dwelling(s).	However, it should be noted that a front yard landscaped area will provide the character and charm of a contiguous pedestrian and green experience as a transition and buffer.
	5. Where possible, maintain the existing lot grading and the neighbourhood's characteristic first floor height.	The proposed multiple dwelling will have entrances on the main façade facing Cabana Road West.
	6. Avoid mixing historic architectural elements with other architectural style elements.	The proposed design provides complementary scale, character, and local context, while being consistent in offering a unique solution.
	7. Contemporary designs may be considered provided they exhibit consistency with the massing and articulation guidelines in this section and are not located within a heritage context or adjacent to a heritage dwelling.	There are no heritage concerns on or surrounding the Site.
2.3.2.2 Porches and Entry Features	1. Ensure the main entrance faces the street, with the door in a prominent position. The front door should be clearly visible and approachable from the street. 2. Front porches are encouraged as features that increase the prominence of the front entrance. 3. To ensure porches and verandahs are useable they should be a minimum of 1.5 metres in depth. 4. Porches, stairs, canopies, and other entrance features may encroach into the required setbacks, a maximum of 1.5 metres. 5. Consider wrap	There will be main entrances facing Cabana Road West, giving the proposed development a strong street presence. Scale windows and entry provide an intended additional layering and porosity.

Policy #	Policy	Response
	<p>around windows, porches and other architectural treatments for corner lot dwelling units. 6. Ensure steps from a front porch are not located closer than 1 metre from a property line. 7. Encourage weather protection elements at the main entrance and design to complement the overall design of the dwelling.</p>	

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

5.1.4 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).

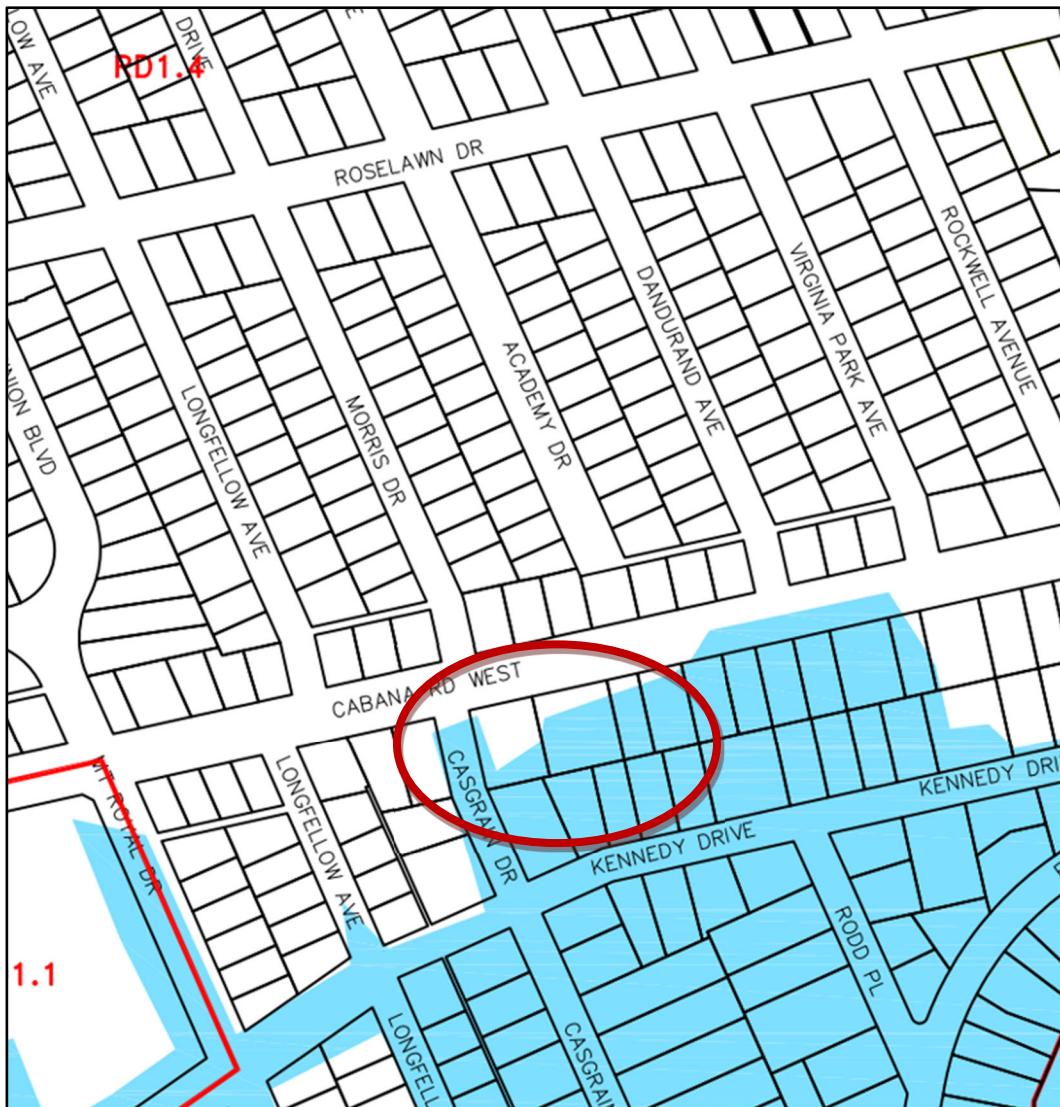


Figure 4 – ZBL

A site-specific ZBA is required for the proposed development to permit a multiple dwelling for residential use.

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.

It is proposed to change the zoning from 'Residential District 1.4 (RD1.4)' category to Residential District 3.1 (RD 3.1 (XXX))' category to permit the proposed multiple dwelling.

A review of the RD3.1 zone provisions, as set out in Section 12.1 of the ZBL, is as follows:

Zone Regulations	Required RD3.1	Proposed RD 3.1 (XXX)	Compliance and/or Relief Requested with Justification
Permitted Uses	Double Duplex Dwelling Duplex Dwelling Lodging House Multiple Dwelling Religious Residence Residential Care Facility Semi-Detached Dwelling Single Unit Dwelling (Existing) Townhome Dwelling Any use accessory to any of the preceding uses	Multiple dwelling with a total of 29 residential dwelling units.	Complies, subject to the ZBA. The Site is large enough to accommodate the proposed development. The Site is in an area of transition. The proposed building will be designed to blend well with its surroundings.
Lot Frontage – minimum	18.0 m	46.63 m along Casgrain Drive	Complies
Lot Area – minimum	For a corner lot having a minimum frontage of 30.0 m on each of the exterior lot lines: a) For the first 5 dwelling units – 540 m ² b) For each additional dwelling unit – 67.0 m ² per unit For any other lot: c) For the first 4 dwelling units – 540.0 m ² d) For each additional dwelling unit – 85.0 m ² per unit TOTAL (corner lot) 540 + 2,278 = 2,818 m²	3,739 m ²	Complies
Lot Coverage – maximum	35.0 %	Lot – 3,739 m ²	Complies

Zone Regulations	Required RD3.1	Proposed RD 3.1 (XXX)	Compliance and/or Relief Requested with Justification
		Building – 929 m2 Coverage - 24.85 %	
Main Building Height - maximum	Corner lot - 14.0 m Interior lot – 10.0 m	10.50 m in height (12.24 m to the peak)	Complies
Front Yard Depth – minimum	6.0 m	West - 8.53 m	Complies
Rear Yard Depth – minimum	7.50 m	East – 19.43 m	Complies An additional grass area is being proposed.
Side Yard Width – minimum	a) Where a habitable room window of any dwelling unit faces a side lot line- 6.0 m b) Any other side yard – 3.0 m	North – 4.57 m South – 22.26 m	Relief is required for the north side of the proposed residential building. The difference requested is 1.43 m. The building has been pushed close to Cabana Road West in order to provide a strong street presence. Relief will also allow more space at the rear of the building in order to provide rear yard parking. An increase in setback from the rear yards of the residential property to the south is provided. Relief is considered minor.
Landscaped Open Space Yard – minimum	35.0% of lot area	41.4 % of the lot	Complies

Zone Regulations	Required RD3.1	Proposed RD 3.1 (XXX)	Compliance and/or Relief Requested with Justification
Parking Requirements 24.20.5.1	Multiple dwelling containing a minimum of 5 Dwelling units – 1.25 per dwelling unit $1.25 \times 29 = 36.25$ (36 rounding down)	37 parking spaces	Complies One extra space provided.
Visitor Parking – minimum 24.22.1	15 percent of parking spaces shall be marked as visitor parking $15\% \text{ (of 37)} = 5.55$ (5 rounded down)	5 - to be marked, as part of SPC review	Complies
Accessible Parking Spaces - minimum 24.24.1	26 to 100 = Type A – 2% of parking spaces Type B – 2% of parking spaces Total - 2.44 (2 rounded down)	3	Complies
Bicycle Parking Spaces - minimum 24.30.1.1	20 or more = 2 for the first 19 spaces plus 1 for each additional 20 parking spaces Total – $2+1 = 3$	6	Complies Final location to be part of SPC review. Extra bicycle parking is proposed.
Loading Spaces Required – minimum 24.40.1.5	Multiple Dwelling - 1	1	Complies
Parking Area Separation - minimum 25.5.20	.2 any other street – 3.00 m	3.05 m (from Casgrain Drive and Cabana Rd W)	Complies (setback from street and building wall)

Zone Regulations	Required RD3.1	Proposed RD 3.1 (XXX)	Compliance and/or Relief Requested with Justification
	<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>	<p>2.13 m (from building wall)</p> <p>2.13 m (from habitable window)</p>	<p>Relief is required from 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.</p> <p>Relief is from 4.50 m to 2.13 m.</p> <p>The difference is 2.37 m.</p> <p>Relief will allow the parking area to be located at the rear of the Site.</p> <p>Relief is considered minor.</p>

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

All zone provisions as set out in the RD3.1 Zone shall comply with the exception for the following, which requires site-specific relief:

1. *decrease the minimum side yard width where a habitable room window of any dwelling unit faces a side lot line from 6.0 m to 4.57 m of the north side of the Site, and*
2. *decrease the minimum parking separation for 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 from 4.50 m to 2.13 m.*

6.0 SUMMARY AND CONCLUSION

6.1 Context and Site Suitability Summary

6.1.1 Site Suitability

The Site is ideally suited for a residential 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 parking, traffic and noise concerns, and
- The location of the proposed development is appropriate.

6.1.2 Compatibility of Design

The area is in transition with the City's vision of Cabana Road West having additional residential intensification.

The proposed development will be limited to a 3 storey, low profile residential 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 design will address compatibility. It will take into consideration a transition between land uses using an appropriate amount of setbacks and buffering.

The Site is capable of accommodating the proposed development in terms of scale, massing, height, and siting. Parking, fire route, amenity area, and landscaping will be provided.

All zone provisions set out in the RD3.1 zone category can be complied with, with the exception of certain requirements.

6.1.3 Good Planning

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

The proposed residential building will provide a buffer between Cabana Road West and the residential uses to the south.

The proposed building is to be located close to the northwest corner of the Site to allow for maximum setback from abutting lands and parking at the rear.

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

Although there are no similar types of residential buildings in the immediate area, the City has identified Cabana Road West as a 'Residential Corridor,' making the Site part of a transition area that will encourage intensification and infill.

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 sustain 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 residents a new option for housing.

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

