

PLANNING RATIONALE REPORT

OFFICIAL PLAN AMENDMENT AND ZONING BY-LAW AMENDMENT PROPOSED DEVELOPMENT

0 North Service Road East
Windsor, Ontario
(Abuts the north limit of 6010 North Service Road East)

December 3, 2024

Prepared by:



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1.0 INTRODUCTION

I have been retained by Dardevco Inc. (herein the "Applicant") to provide a land use Planning Rationale Report (PRR) in support of a proposed development located at 0 North Service Road East (herein the "Site") in the City of Windsor, Province of Ontario.

The Site abuts the north limit of 6010 North Service Road East and is made up of one (1) parcel of land in Ward 5 in the Forest Glade Planning District.

The Site is currently vacant.

It is proposed that the Site will be developed for manufacturing purposes (self-storage facility).

It is proposed that self-storage shipping container units be used.

The Site has access to limited municipal services; however, services are not required.

An application for an Official Plan Amendment (OPA) and a Zoning By-law Amendment (ZBA) are required in order to permit the proposed development.

Once the OPA and ZBA have been approved, the Applicant will proceed with Site Plan Control (SPC) approval prior to the issuance of a building permit for any construction or site alterations.

Pre-consultation (stage 1) was completed by the Applicant. Comments dated March 25, 2024 (City File #PC-010/24) were received and have been incorporated into this PRR.

Pre-submission (stage 2) was completed by the Applicant. Comments dated August 8, 2024 (City File #PC-053/24) were received and have been incorporated into this PRR.

Additional comments provided by the City were also received on November 6, 2024.

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

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

2.0 SITE AND SURROUNDING LAND USES

2.1 Description of Site and Ownership

The Site has been owned by Dardevco Inc. since May 14, 2021.

The Site is made up of one (1) rectangular-shaped interior parcel of land located on the west side of North Service Road East, which abuts the north limit of 6010 North Service Road East (see the area in red on Figure 1a – Site Location).

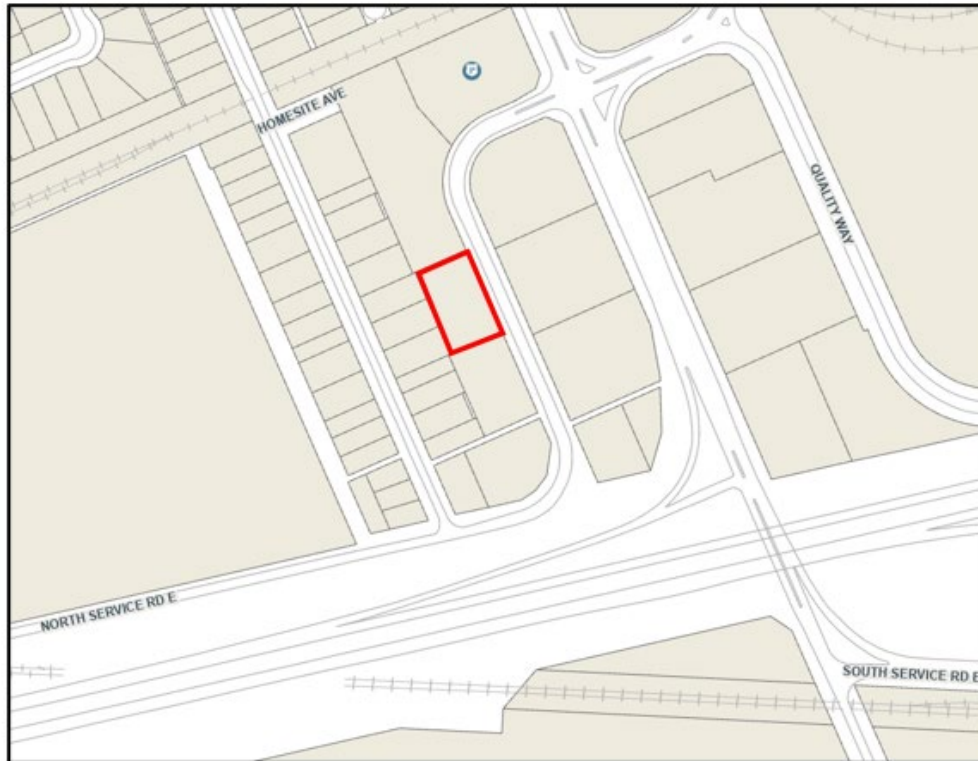


Figure 1a – Site Location (Source: City of Windsor GIS)

The Site is locally known as 0 North Service Road East and is legally described as Lot 205 Plan 1153 Sandwich East; Windsor, PIN 015262-0241 LT (ARN 37-39-070-305-01305-0000).

2.2 Physical Features of the Site

2.2.1 Size and Site Dimension

The Site, subject to the proposed development, consists of a total area of 106.4 m², with a lot width of 66.14 m along North Service Road East and a lot depth of 40.6 m.

2.2.2 Existing Structures and Previous Use

The Site is currently vacant (see Figure 1b – Site Street View).



Figure 1b – Site Street View (Source: Pillon Abbs Inc.)

The previous use of the Site is unknown.

2.2.3 Vegetation

The Site has an existing grassed area and mature trees.

2.2.4 Topography, Drainage and Soil

The Site is flat and is outside the regulated area of the Essex Region Conservation Authority (ERCA).

The Site is part of the Little River Subwatershed drainage area.

The Site is not impacted by Source Water Protection.

The soil is made up of Brookstone Clay (Bc).

2.2.5 Other Physical Features

There is existing fencing along portions of the Site boundary owned by others.

2.2.6 Municipal Services

The property has access to limited municipal services. Water service is available. Sanitary service is currently not available.

North Service Road East is a north/south road which connects to Jefferson Blvd to the north.

There is no on-street parking in the Site area.

There are no streetlights or sidewalks along North Service Road East.

The Site is in close proximity to major transportation corridors, including E.C. Row Expressway and Jefferson Blvd.

The Site is close to transit.

2.2.7 Nearby Amenities

There are several schools, parks and libraries nearby.

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

2.3 Surrounding Land Uses

Overall, the Site is located in an existing built up area in Ward 5 in the Forest Glade Planning District.

A site visit was undertaken on March 24, 2024. Photos were taken by Pillon Abbs Inc.

North – The lands directly north of the Site are used for employment (plaza), with access from North Service Road East (see Photo 1 - North).



Photo 1 – North (Source: Pillon Abbs Inc.)

South – The lands directly south of the Site are used for employment (motorcycle dealer), with access from North Service Road East (see Photo 2 - South).



Photo 2 – South (Source: Pillon Abbs Inc.)

East – The lands east of the Site are used for employment use, with access from North Service Road East and Jefferson Blvd. (see Photos 3 - East).



Photos 3 – East (Source: Pillon Abbs Inc.)

West – The lands west of the Site are used for residential, with access from Clemenceau Blvd.(see Photo 4 - West).



Photo 4 – West (Source: Google Street View)

3.0 PROPOSAL AND CONSULTATION

3.1 Development Proposal

The Site is currently vacant.

It is proposed that the Site will be developed for manufacturing purposes (self-storage facility).

It is proposed that self-storage shipping container units be constructed. The units will be available for household use.

A Concept Plan has been prepared by ADA Architects dated November 2023 (see Figure 2a – Concept Plan).

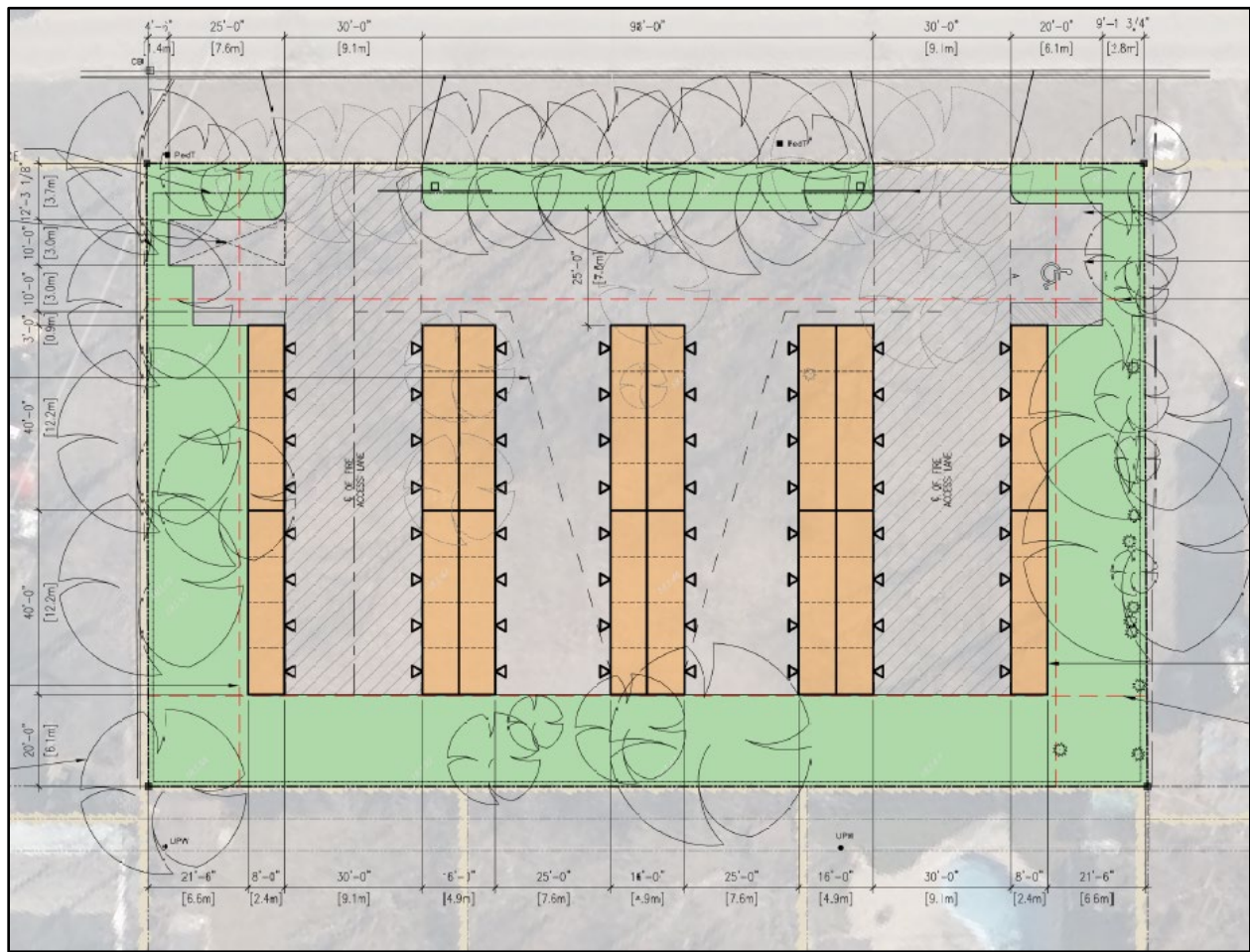


Figure 2a – Concept Plan

The concept plan illustrates a preliminary proposal.

The proposed buildings will be set back by 6.1 m (20 ft) from the west lot line, which abuts residential uses.

The total building area will result in a total lot coverage of approximately 66.5 %.

A sample elevation has been prepared (see Figure 2b – Sample Elevation).



Figure 2b – Sample Elevation

The elevation illustrates a preliminary design of the proposed buildings.

Access to the Site will be from North Service Road East with two (2) entrance locations.

Each access will be gated with security features.

Professional landscaping and fencing (chain link) will be provided.

Parking for a total of 3 spaces is provided, including 1 barrier free space.

Paved parking and sidewalks are provided.

Signage will be provided.

Trees along the boundary of the property will be protected during construction. The Site will be professionally landscaped.

Lighting will be designed not to spill over onto abutting properties.

The Site will not require full municipal services. The proposed development would have no office or washroom/toilet on the Site. Stormwater will be reviewed as part of SPC approval.

3.2 Public Consultation Strategy

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

As part of a public consultation strategy, in addition to the statutory public meeting, an informal electronic public open house was held with area residents (120 m radius) and property owners on Tuesday, April 23, 2024, from 6:00 pm to 7:00 pm.

A total of 44 notices were mailed out.

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

In addition to City of Windsor staff and the applicant representatives, a total of 2 people attended.

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

Topic Item	Comments and Questions	Response
Timelines	When will construction start?	At a minimum 6-8 months.
Next Steps	What are the next steps?	Once the application is considered, the development is subject to SPC and then a building permit.
Hours	What are the hours of operation? Does the City regulate the hours?	Hours are yet to be determined; however, daylight hours are preferred. There may be some special requests from time to time. Zoning cannot regulate the hours of operation.
Security	How will the security work?	Access cards will be provided. Surveillance cameras will be on-site.
Grass	Is there grass space?	Yes, as shown (in green) on the concept plan.
Paving	Is there paved space?	Yes, as shown (in grey) on the concept plan.
Lighting	How will the lighting be controlled?	As part of SPC approval, a lighting plan most likely will be required.
Fencing	Is fencing proposed	Existing privacy fencing will remain. New chain link is proposed.

Topic Item	Comments and Questions	Response
Water	Is water being connected?	No, water will not be connected to the site.
Fire Suppression	If there is a fire, how will it be fought if there is no water?	The fire department will have access to nearby fire hydrants.
Storage of Items	What types of items are allowed to be stored?	Individual units are kept personal and private. There are no controls over what can be stored.
Hazardous Material	What if someone has hazardous material stored in the units?	This would be dealt with similarly to when someone has items in their garage.

4.0 APPLICATIONS AND STUDIES

Pre-consultation (stage 1) was completed by the Applicant. Comments dated March 25, 2024 (City File #PC-010/24) were received and have been incorporated into this PRR.

Pre-submission (stage 2) was completed by the Applicant. Comments dated August 8, 2024 (City File #PC-053/24) were received and have been incorporated into this PRR.

Additional comments provided by the City were also received on November 6, 2024.

The proposed development requires an application for an Official Plan Amendment (OPA), a Zoning By-law Amendment (ZBA), and required support studies.

The following explains the purpose of the application and other required approvals, as well as a summary of the required support studies.

4.1 Official Plan Amendment

A site specific Official Plan Amendment (OPA) is required to permit the proposed development.

The lands are currently designated "Business Park" according to Schedule "D" Land Use attached to the OP for the City of Windsor.

An OPA is required as it pertains to Policy 7.3.2.3 – New Development.

The OPA for the Site proposes to keep the land use designation as "Business Park" and allow for development which is not serviced by municipal infrastructure.

The OPA is detailed, and the justification is set out in Section 5.1.2 of this PRR.

4.2 Zoning By-Law Amendment

A site specific Zoning By-law Amendment (ZBA) is required to permit the proposed development.

The zoning for the Site is proposed to be changed from Manufacturing District 1.4 (MD1.4) category to a site specific Manufacturing District 1.4 (MD1.4 - S.20(1)(XXX)) category, as shown on Map 11 of the City of Windsor Zoning By-Law (ZBL) to permit a self-storage facility as an additional permitted use.

The proposed development will comply with all zone provisions set out in the MD1.4 with the exception of some zoning relief.

A Holding (h) provision will be used to permit the current proposed development and allow for future additional uses once full municipal services are available.

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

4.3 Other Application

Once the OPA and ZBA have been approved, the Applicant will proceed with Site Plan Control (SPC) approval prior to the issuance of a building permit for any construction or site alterations.

4.4 Supporting Studies

The following studies have been prepared to support the OPA and ZBA applications.

4.4.1 Trees

A Natural Site Features Inventory and Preservation (TIPP) Study was prepared by Bezaire Partners, dated March 18, 2024.

The purpose of the report was to survey the existing tree locations on the Site and prepare a preservation plan based on their condition.

A total of 35 trees were surveyed.

The report concluded that 10 trees are to be removed due to the proposed development.

5.0 PLANNING ANALYSIS

5.1 Policy and Regulatory Overview

5.1.1 Provincial Planning Statement

The Provincial Planning Statement, 2024 (PPS) provides policy direction on matters of provincial interest related to land use planning and development, providing for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environments.

The PPS was issued under Section 3 of the Planning Act and came into effect on October 20, 2024.

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

PPS Policy #	Policy	Response
Chapter 1 - Vision	A prosperous and successful Ontario will also support a strong and competitive economy that is investment-ready and recognized for its influence, innovation and diversity. Ontario's economy will continue to mature into a centre of industry and commerce of global significance. Central to this success will be the people who live and work in this province.	Windsor has directed growth where the Site is located, which will contribute positively to promoting efficient land use and development patterns. Manufacturing use on the Site represents an efficient development pattern that optimizes the use of land.
Chapter 2.1.1: Building Homes, Sustaining Strong and Competitive Communities	As informed by provincial guidance, planning authorities shall base population and employment growth forecasts on Ontario Population Projections published by the Ministry of Finance and may modify, as appropriate.	The proposed development will support the City's need for employment growth.
2.1.6	Planning authorities should support the achievement of complete communities by:	The proposed development will support the City's requirement to accommodate for

PPS Policy #	Policy	Response
	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;	employment to meet long-term needs.
2.3.1.1 – Settlement Areas	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, which is where growth should occur.
2.3.1.2	Land use patterns within settlement areas should be based on densities and a mix of land uses which: a) efficiently use land and resources; b) optimize existing and planned infrastructure and public service facilities;	The proposed development promotes an efficient development and land use pattern as it uses an existing parcel of land within a settlement area. The Site has access to full municipal infrastructure (with future connections) and close to nearby public service facilities.
2.8.1.1 - Employment	Planning authorities shall promote economic development and competitiveness by: a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs; b) providing opportunities for a diversified economic base,	The proposed development offers a new employment opportunity. There is a need. The proposed development will be suitable.

PPS Policy #	Policy	Response
	<p>including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;</p> <p>c) identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;</p> <p>d) encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and</p> <p>e) addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses.</p>	<p>The proposed development uses the land in an appropriate way and is compact.</p> <p>Infrastructure is provided.</p> <p>The proposed development has been designed to be compatible with the existing built-up area.</p>
2.8.1.2	<p>Industrial, manufacturing and small-scale warehousing uses that could be located adjacent to sensitive land uses without adverse effects are encouraged in strategic growth areas and other mixed-use areas where frequent transit service is available, outside of employment areas.</p>	<p>The proposed use can be located adjacent to residential uses without adverse effects.</p> <p>Buffering and setbacks are provided as a way to mitigate uses.</p>
2.8.1.3	<p>In addition to policy 3.5, on lands within 300 metres of employment areas, development shall avoid, or where avoidance is not possible, minimize and mitigate potential impacts on the longterm economic viability of employment uses within existing</p>	<p>The proposed self-storage facility is appropriate for use and does not cause any noise, dust, or vibration.</p>

PPS Policy #	Policy	Response
	or planned employment areas, in accordance with provincial guidelines.	
2.8.2.1 – Employment Areas	Planning authorities shall plan for, protect and preserve employment areas for current and future uses, and ensure that the necessary infrastructure is provided to support current and projected needs.	The Site will continue to be used for employment, which is what it was intended to be used for.
2.8.2.3	Planning authorities shall designate, protect and plan for all employment areas in settlement areas by: a) planning for employment area uses over the long-term that require those locations including manufacturing, research and development in connection with manufacturing, warehousing and goods movement, and associated retail and office uses and ancillary facilities;	The proposed development has been designated by the City in their OP for Business Park use.
Chapter 3.1.1 – Infrastructure and Facilities	Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs.	The Site has access to infrastructure (with future connections) and nearby public service facilities.
3.5.1 – Land Use Compatibility	Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.	The proposed self-storage facility is appropriate for use and does not cause any noise, dust, or vibration.

PPS Policy #	Policy	Response
3.6.2 – Sewage, Water and Stormwater	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>The development can proceed with municipal services, if required.</p> <p>The Site will not require full municipal services.</p> <p>The proposed development would have no office or washroom/toilet on the Site.</p> <p>SWM will be addressed as part of SPC approval.</p>
3.6.8	<p>Planning for stormwater management shall:</p> <p>a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;</p> <p>b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;</p>	Stormwater will be reviewed as part of SPC approval.
4.1.1 – Natural Heritage	Natural features and areas shall be protected for the long term.	<p>There are no natural heritage features that impact the Site.</p> <p>A TIPP has been prepared and summarized in Section 4.3.1 of this PRR.</p>
4.2.1 - Water	<p>Planning authorities shall protect, improve or restore the quality and quantity of water by:</p> <p>a) using the watershed as the ecologically meaningful scale for integrated and long-term planning, which can be a foundation for considering cumulative impacts of development;</p> <p>minimizing potential</p>	The Site is outside the regulated area of ERCA.

PPS Policy #	Policy	Response
4.6.1 - Cultural Heritage and Archaeology	Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.	There are no cultural heritage features that apply to this Site.
Chapter 5.1.1 - Protecting Public Health and Safety	Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.	There are no natural or human-made hazards.

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. The 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 lands are designated "Business Park" according to Schedule "D" Land Use attached to the OP for the City of Windsor (see Figure 3 – OP).

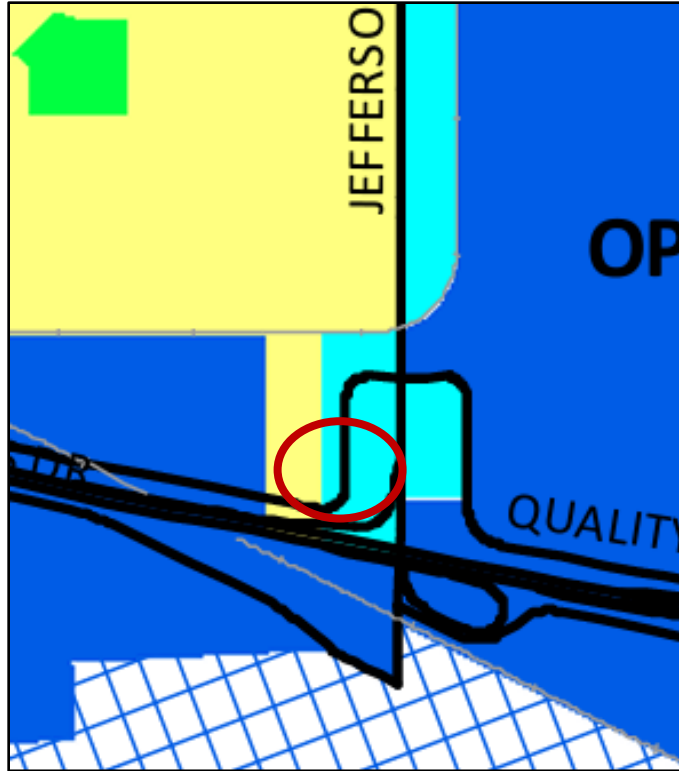


Figure 3 – OP

The Site is also subject to the following:

- Schedule 'B' – Greenway System – North Service Rd E is designated as "recreationway"
- Schedule 'C' – Development Constraint Areas – "known or suspected former waste disposal site" located to the East (+/-250m); "Railyard" located to the West, and North.
- Schedule 'C-1' – Development Constraint Areas: Archaeological Potential – Designated within "Low Archaeological Potential"
- Schedule 'F' - Roads & Bikeways - North Service Rd E is designated as a Class I Collector
- Schedule 'F-1' – Railways/Rail Corridors and Railyards – rail corridor located within the vicinity of subject lands (+/- 200m)

A site-specific OPA is required in order to permit the proposed use.

An OPA is required as it pertains to Policy 7.3.2.3 – New Development.

The OPA for the Site proposes to keep the land use designation as "Business Park" and allow for development which is not serviced by municipal infrastructure.

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

OP Policy #	Policy	Response
3.1	The planning of Windsor's future is guided by the following vision taken from Dream Dare Do – The City of Windsor Community Strategic Plan.	<p>The proposed development will support the City's vision by providing employment in an existing built-up area where citizens can live, work and play.</p> <p>The proposed use will provide for the needs of nearby residences and businesses by providing storage opportunities.</p>
4.0 - Healthy Community	The implementing healthy community policies are interwoven throughout the remainder of the Plan, particularly within the Environment, Land Use, Infrastructure and Urban Design chapters, to ensure their consideration and application as a part of the planning process.	<p>The proposed development will support the City's goal of promoting a healthy community.</p> <p>The proposed development is close to nearby transit, residential, shopping, local/regional amenities and parks.</p>
4.2.6.1 – Employment Opportunities	To provide for a wide range of employment opportunities at appropriate locations throughout Windsor.	<p>The proposed development will provide employment opportunities.</p> <p>The Site is currently vacant.</p> <p>Employment (jobs) will include construction, property maintenance and business operations.</p>
4.2.6.2 – Economic Development	To encourage a range of economic development opportunities to reach full employment.	<p>The proposed development will support economic development in the area.</p> <p>The proposed development will help diversify employment opportunities needed in the area.</p>

OP Policy #	Policy	Response
6.0 - Preamble	A healthy and livable city is one in which people can enjoy a vibrant economy and a sustainable healthy environment in safe, caring and diverse neighbourhoods. In order to ensure that Windsor is such a city, Council will manage development through an approach, which balances environmental, social and economic considerations.	The proposed development supports the policy set out in the OP as it is suited for the employment needs of the City.
6.1 - Goals	<p>In keeping with the Strategic Directions, Council's land use goals are to achieve:</p> <p>6.1.4 The retention and expansion of Windsor's employment base.</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 employment.</p> <p>Employment is encouraged in the area.</p>
6.4.1.1 – Employment (Positive Business Environment)	To ensure Windsor continues to be an attractive place to establish businesses and locate employees.	The proposed development supports this policy.
6.4.1.3 – Compatible Development	To ensure that employment uses are developed in a manner which are compatible with other land uses.	<p>The proposed development supports this policy.</p> <p>Employment is proposed and is compatible with the surrounding area.</p> <p>Buffering (ie fencing and landscaping) can be provided (subject to SPC approval) on the west side of the Site where there are residential uses.</p>

OP Policy #	Policy	Response
		6.1 m rear yard setback is provided where there are residential lots.
6.4.1.4 – Range of Uses	To accommodate a full range of employment activities in Windsor.	The proposed development supports this policy.
6.4.2.2 – Attract Business	Council shall encourage businesses and industries to locate and expand in Windsor.	The proposed development supports this policy.
6.4.2.4 – Site Plan Control	Council shall require all development within areas designated as Industrial and Business Park to be subject to site plan control, with the exception of Public Open Space uses.	The proposed development will be subject to SPC approval.
6.4.4.1 – Business Park (Permitted Uses)	<p>Uses permitted in the Business Park land use designation include:</p> <p>(a) establishments devoted to research, development and information processing, business services, industrial research and/or training facilities, communication, production uses, printing and publishing; and</p> <p>(b) selected industrial uses which: (i) do not create nuisances such as noise, dust, vibration or odour; (ii) confine industrial operations within a building and/or structure; and (iii) do not require outside storage.</p>	<p>The current designation is Business Park.</p> <p>The proposed self-storage facility is appropriate for use and does not cause any noise, dust, or vibration.</p> <p>No outside storage is required.</p>
6.4.4.2 – Ancillary Uses	In addition to the uses permitted above, Council may permit the following ancillary uses in areas designated Business Park on Schedule D: Land Use without requiring an amendment to this Plan:	The proposed self-storage facility is similar to a warehouse.

OP Policy #	Policy	Response
	(b) convenience stores, gas bars, service stations, personal services, restaurants, warehouse , wholesale store and financial institutions which, by their size are designed to serve the employees in the Business Park and which have access to an Arterial or Collector road;	
6.4.4.3 – Locational Criteria	<p>Business Park development shall be located where:</p> <p>(a) the business park use can be sufficiently separated and/or buffered from sensitive land uses; (b) the site will be accessible and highly visible from Controlled Access Highway or a Class I or Class II Arterial Road; (c) full municipal physical services can be provided; (d) business park related traffic can be directed away from residential areas; (e) public transportation service can be provided; and (f) there is access to designated truck routes.</p>	<p>The Site is located within a Business Park.</p> <p>Buffering from the abutting residential lots can be provided (ie fencing and landscaping).</p> <p>North Service Road East is a north/south road which connects to Jefferson Blvd to the north.</p> <p>Full municipal services are available, if needed. Future connections will be required.</p> <p>Traffic can be directed away from residential areas.</p> <p>The Site is close to transit.</p> <p>There is access to a designated truck route.</p>
6.4.4.4 – Evaluation Criteria	<p>At the time of submission, the proponent shall demonstrate to the satisfaction of the Municipality that a proposed business park development is:</p> <p>(a) feasible having regard to the other provisions of this Plan, provincial legislation, policies and appropriate guidelines and support studies</p>	<p>This PRR has undertaken the required evaluation of provincial legislation in Section 5.1.1.</p> <p>There are no development constraint areas that impact this Site.</p>

OP Policy #	Policy	Response
	<p>for uses: (i) within or adjacent to any area identified on Schedule C: Development Constraint Areas and described in the Environment chapter of this Plan; (ii) adjacent to sources of nuisance, such as noise, odour, vibration and dust; (iii) within a site of potential or known contamination; (iv) where traffic generation and distribution is a provincial or municipal concern; and (v) adjacent to sensitive land uses and/or heritage resources. (b) in keeping with the goals, objectives and policies of any secondary plan or guideline plan affecting the surrounding area; (c) capable of being provided with full municipal physical services and emergency services; (d) provided with adequate off-street parking; and (e) compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and landscaped areas.</p>	<p>The Site will provide for a new employment opportunity in an existing built-up area.</p> <p>No anticipated traffic or parking concerns.</p> <p>The proposed development will be strategically located to provide efficient ease of access to the Site.</p> <p>The Site is capable of accommodating the proposed development in terms of scale, massing, height and siting. The Site was always intended to be used for manufacturing. Zoning compliance can be achieved, with no requested relief. The design of the building will be kept under 20.0 m. The design and style of the building will blend well with the existing surrounding area.</p> <p>Municipal services can be provided (with future connections), if required.</p> <p>Landscaping is provided (subject to SPC).</p> <p>The proposed setbacks and the design features incorporated into the proposed development provide for a transition between uses in the area.</p> <p>There are no doors that will open to the west, abutting the residential area.</p>

OP Policy #	Policy	Response
6.4.4.5 – Design Guidelines	<p>The following guidelines shall be considered when evaluating the proposed design of a Business Park development: (a) the ability to achieve the associated policies as outlined in the Urban Design chapter of this Plan; (b) the massing and scale of buildings, and the extent to which their orientation, form and siting help to enhance the well landscaped setting of the business park; (c) the provision of functional and attractive signage; (d) the provision of appropriate landscaping or other buffers to enhance: (i) all parking lots, and outdoor loading and service areas; and (ii) the separation between the use and adjacent sensitive uses, where appropriate; (e) motorized vehicle access is oriented in such a manner that business park related traffic will be discouraged from using Local Roads where other options are available; (f) loading bays and service areas are located to avoid conflict between pedestrian circulation, service vehicles and movement along the public right-of-way; (g) pedestrian and cycling access is accommodated in a manner which is distinguishable from the access provided to motorized vehicles and is safe and convenient; and (h) the design of the development encourages and/or</p>	<p>The proposed development will be designed appropriately.</p> <p>There is a 6.1 m setback from the abutting residential use.</p> <p>The Site is capable of accommodating the proposed development in terms of scale, massing, height and siting.</p> <p>The proposed development will be a buffer between the residential uses to the west and the manufacturing uses to the east.</p> <p>The signage will be functional and attractive.</p> <p>The entrance will be gated with security features.</p> <p>On-site parking will be paved. Professional landscaping will be provided.</p> <p>Fencing will be provided.</p> <p>Loading space will be provided.</p>

OP Policy #	Policy	Response
	<p>accommodates public transportation services. (i) The design of the development encourages the retention and integration of existing woodlots, vegetation and drainage corridors where feasible to provide amenity areas for employees and to enhance the visual appearance of business parks in Windsor</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 transportation corridor and has access to municipal services (if required).</p>
7.3.2.3 – New Development	<p>Council shall require all new developments to have full municipal infrastructure available, or agreements in place to provide such infrastructure, as a condition of approving a development proposal.</p>	<p>The OPA for the Site proposes to keep the land use designation as "Business Park" and allow for development which is not serviced by municipal infrastructure.</p> <p>The Site will not require full municipal services.</p> <p>The proposed development would have no office or washroom/toilet on the Site.</p> <p>Stormwater will be reviewed as part of SPC approval.</p>
11.6.3.1 – Amendment Policies	<p>All amendments to the Zoning By-law(s) shall conform with this Plan. The Municipality will, on each occasion of</p>	<p>The proposed ZBA does conform with the Windsor OP, as set out in this PRR.</p>

OP Policy #	Policy	Response
	<p>approval of a change to the zoning by-law(s), specify that conformity with the Official Plan is maintained or that the change will be in conformity upon the coming into effect of an amendment to the Official Plan.</p>	<p>The conformity of the current OP is maintained.</p> <p>The Site was always intended to be used for manufacturing.</p> <p>There are several similar uses in the immediate area.</p>
<p>11.6.3.3 – Evaluation Criteria</p>	<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> <p>(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>	<p>The OP policies have been considered in the analysis of the ZBA.</p> <p>This PRR has undertaken the required evaluation of OP policies.</p> <p>There are no Secondary Plans that impact the Site.</p> <p>Support studies have been summarized in Section 4.3 of this PRR.</p> <p>Comments and recommendations from staff and agencies have been provided as part of the Stage 2 application review.</p> <p>This PRR has undertaken the required evaluation of provincial legislation in Section 5.1.1.</p> <p>There are no design guidelines that impact this type of development.</p> <p>Allowing the proposed use will result in a vacant parcel of land to be used.</p>

Therefore, based on the above-noted analysis, the proposed development conforms to the City of Windsor OP, with the proposed site-specific amendment.

5.1.3 Zoning By-law

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

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

According to Map 11 attached to the ZBL the Site is currently zoned Manufacturing District 1.4 (MD1.4) category (see Figure 4 – ZBL).

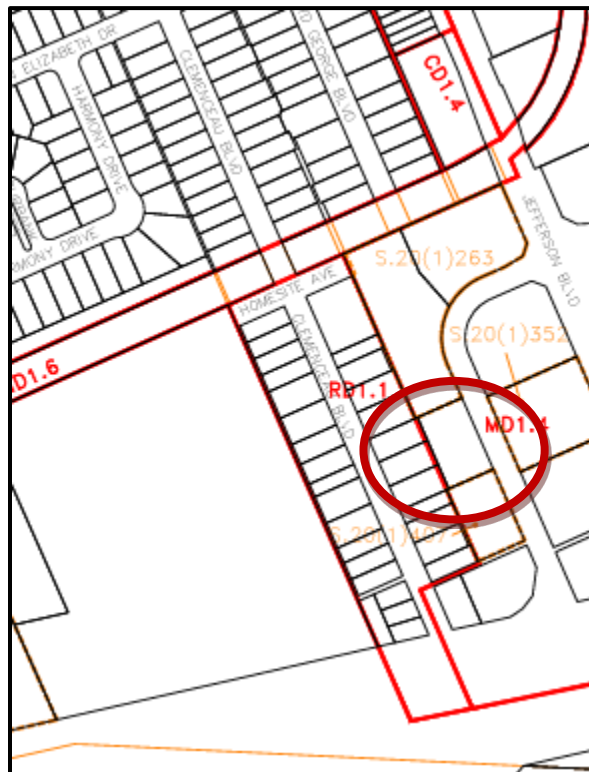


Figure 4 –ZBL

The zoning for the Site is proposed to be changed to a site specific Manufacturing District 1.4 (MD1.4 - S.20(1)(XXX)) category as shown on Map 11 of the City of Windsor Zoning By-Law (ZBL) in order to permit a self-storage facility as an additional permitted use.

A Holding (h) provision will be used to permit the current proposed development and allow for future additional uses once full municipal services are available.

SELF-STORAGE FACILITY means a building divided into individual self-contained storage units, which are available to the public exclusively for the storage of their equipment or goods, and may include in combination with the lease or rental of a motor vehicle or trailer for the purpose of moving equipment or goods, the lease, rental, or sale of accessories, equipment, materials, or supplies for the purpose of packing, moving, storage, or towing, faxing, mailbox, packing, and the provision of mailbox, packing, shipping, or shredding services. A transport terminal or warehouse is not a self-storage facility.

A review of the MD1.4 zone provisions, as set out in Section 18.4 of the ZBL is as follows:

Zone Regulations (Section 18.4)	Required MD 1.4 Zone	Proposed MD 1.4 Zone (h)	Compliance and/or Relief Requested with Justification
Permitted Uses	Ambulance Service Bakery Business Office Commercial School Food Catering Service Food Packaging Facility Manufacturing Facility Medical Facility Appliance Facility Medical Office Micro-Brewery Professional Studio Research and Development Facility Any of the following Ancillary Uses: Child Care Centre Club Convenience Store Food Convenience Store Food Outlet – Drive-through Food Outlet – Take-out Gas Bar Health Studio Personal Service Shop Restaurant Restaurant with Drive-through Veterinary Office	Self-Storage Facility	Subject to the ZBA (additional permitted use) Holding to be removed in the future for the existing MD1.4 uses once full municipal services become available.

Zone Regulations (Section 18.4)	Required MD 1.4 Zone	Proposed MD 1.4 Zone (h)	Compliance and/or Relief Requested with Justification
	Warehouse Wholesale Store Any of the following Existing Uses: Motor Vehicle Dealership Sports Facility Transport Terminal Any use accessory to any of the above uses, including a Retail Store		
Min. Lot Width	30.0 m	66.14 m	Complies
Max. Building Height	20.0 m	< 20.0 m	Complies
Min. Front Yard Depth	9.0 m	10.7 m	Complies
Min. Rear Yard Depth	From a rear lot line that abuts a lot on which a dwelling or dwelling unit is located – 6.0 m	6.1 m	Complies
Min. Side Yard Width	From a side lot line that abuts a lot on which a dwelling or dwelling unit is located or from a side lot line that abuts a street – 6.0 m	N/A	Complies
Min. Landscaped Open Space Yard	15.0% of lot area – 15.96 m² (based on 106.4 m² lot area)	33.5 %	Complies
Max. Gross Floor Area – main building	Retail Store - 20.0% of the GFA of the main use	N/A – no retail proposed	Complies
Other	All activities or uses shall take place entirely within a fully enclosed building.	N/A – no outside storage proposed.	Complies

Zone Regulations (Section 18.4)	Required MD 1.4 Zone	Proposed MD 1.4 Zone (h)	Compliance and/or Relief Requested with Justification
	This provision does not apply to the following activity or use: child care centre, gas bar, loading space, outdoor eating area, parking area, parking space, sports facility, or refuelling area.		
Min. Parking Spaces Required (Table 24.20.20.5.1)	Self-storage facility - 2	2 + 1 barrier free space	Complies
Location of Parking, Visitor Parking or Accessible Parking Spaces 24.26.5	A parking space, visitor parking space or accessible parking space is prohibited in a required front yard or a required landscaped open space yard, except on a lot occupied by a single-unit dwelling, semi-detached dwelling, duplex dwelling or a townhome dwelling unit, a parking space, visitor parking space or accessible parking space is permitted in a required front yard.	Parking spaces and accessible parking spaces be permitted in the required front yard	Relief requested. The proposed parking space locations are preferred to be located near North Service Road as opposed to abutting the residential uses.

Zone Regulations (Section 18.4)	Required MD 1.4 Zone	Proposed MD 1.4 Zone (h)	Compliance and/or Relief Requested with Justification
Location of Loading Spaces 24.40.20.3	A loading space thereto is prohibited: a) in a required front yard	Loading spaces be permitted in a required front yard	Relief required. The proposed loading space location is preferred to be located near North Service Road as opposed to abutting the residential uses.
Construction and Maintenance of Parking Area 25.5.10.3	A curb shall bound the perimeter of a parking area and shall separate a landscaped open space yard, landscaped open space island or parking area separation from the parking area.	A curb shall not bound the perimeter of a parking area	Relief required. The final design will be subject to SPC approval.
Required Yard in Manufacturing Districts 5.67.1	In any MD1. or MD2. zoning district, a required yard shall be maintained exclusively as a landscaped open space yard, save and except that an access area may cross a required yard.	a required yard shall not be maintained exclusively as a landscaped open space yard	Relief required. The proposed lot coverage is very low and there is sufficient landscaped open space provide on the Site.
Prohibitions 5.2.10	The erection of a building or structure on a lot is prohibited except where all of the following are available: a street paved to the satisfaction of the	Allow for development which is not serviced by municipal infrastructure.	Relief required. The Site will not require full municipal services. The proposed development would have no office or washroom/toilet on the Site.

Zone Regulations (Section 18.4)	Required MD 1.4 Zone	Proposed MD 1.4 Zone (h)	Compliance and/or Relief Requested with Justification
	<p>City Engineer; municipal storm water outlet; municipal sanitary sewer; municipal electrical service; and municipal water service.</p> <p>Notwithstanding the foregoing, a building permit may be issued for a building or structure provided that the lot upon which the building or structure is proposed to be located is within a registered plan of subdivision in which the street has not been assumed by the City of Windsor but in which the street is to be assumed under the terms of a registered subdivision agreement or a servicing agreement.</p>		<p>Stormwater will be reviewed as part of SPC approval.</p>

Therefore, in addition to the additional permitted use of a self-storage facility, the proposed development will comply with all zone provisions set out in the MD1.4 with the following requested relief:

1. parking spaces and accessible parking spaces be permitted in the required front yard,
2. loading spaces be permitted in a required front yard,
3. a curb shall not bound the perimeter of a parking area,

4. a required yard shall not be maintained exclusively as a landscaped open space yard, and
5. allow for development which is not serviced by municipal infrastructure.

6.0 SUMMARY AND CONCLUSION

6.1 Context and Site Suitability Summary

6.1.1 Site Suitability

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

- The land area is sufficient to accommodate the proposed development,
- 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 (if and when required),
- There are no anticipated traffic or parking concerns,
- There are no natural heritage concerns,
- There are no cultural heritage concerns,
- There are no hazards, and
- The location of the proposed development is appropriate.

6.1.2 Compatibility of Design

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

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

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

The proposed self-storage facility is an appropriate use of the Site and does not cause any noise, dust or vibration.

The proposed development will create a buffer between the residential uses to the west, and the manufacturing uses to the east.

The proposed development will help diversify employment opportunities needed in the area and create new jobs.

6.1.3 Good Planning

The proposal represents good planning as it addresses the need for the City to provide economic development and employment opportunities.

The Site is currently vacant.

The Site was always intended to be used for manufacturing.

There are several similar uses in the immediate area.

The proposed use will provide for the needs of nearby residences and businesses by providing storage opportunities.

The proposed use of the Site represents an efficient development pattern that optimizes the use of land.

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

6.1.4 Natural Environment Impacts

The proposal does not have any negative natural environmental impacts.

6.1.5 Municipal Services Impacts

Municipal services are available (with future connections), which is the preferred form for development. However, full municipal services are not required for the proposed use.

There are no parking or traffic concerns.

6.1.6 Social, Heritage and/or Economic Conditions

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

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

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

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

There are no cultural heritage resources that impact the Site.

6.2 Conclusion

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

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

Planner's Certificate:

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



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

