

PLANNING RATIONALE REPORT

OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT PROPOSED COMMERCIAL DEVELOPMENT

Vacant Land

**North of Tecumseh Road East and West of Catherine Street
City of Windsor, Ontario**

December 19, 2024

Prepared by:



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

Table of Content

1.0	INTRODUCTION	3
2.0	SITE AND SURROUNDING LAND USES	4
2.1	Legal Description and Ownership	4
2.2	Physical Features of the Site	5
2.2.1	Size and Site Dimension	5
2.2.2	Existing Structures and Previous Use	5
2.2.3	Vegetation and Soil	5
2.2.4	Topography and Drainage	6
2.2.5	Other Physical Features	6
2.2.6	Municipal Services	6
2.2.7	Nearby Amenities	6
2.3	Surrounding Land Uses	7
3.0	PROPOSAL AND CONSULTATION	10
3.1	Development Proposal	10
3.2	Public Consultation Strategy	12
4.0	APPLICATIONS AND STUDIES	15
4.1	Official Plan Amendment	15
4.2	Zoning By-Law Amendment	15
4.3	Other Applications	16
4.4	Supporting Studies	16
4.4.1	Soils and Waste Disposal Site Report	16
4.4.2	Noise and Vibration Study	18
4.4.3	Servicing	18
4.4.4	Traffic	18
4.4.5	Biology	18
4.4.6	Geotechnical	19
4.4.7	Archaeology	19
5.0	PLANNING ANALYSIS	20

5.1	Policy and Regulatory Overview	20
5.1.1	Provincial Planning Statement	20
5.1.2	Official Plan	25
5.1.3	Zoning By-law	39
6.0	SUMMARY AND CONCLUSION	44
6.1	Context and Site Suitability Summary	44
6.1.1	Site Suitability	44
6.1.2	Compatibility of Design	44
6.1.3	Good Planning	44
6.1.4	Environment Impacts	44
6.1.5	Municipal Services Impacts	45
6.1.6	Social, Cultural and/or Economic Conditions	45
6.2	Conclusion	45

1.0 INTRODUCTION

I have been retained by Rock Developments East Windsor Inc. (herein the "Applicant") to provide a land use Planning Rationale Report (PRR) in support of a proposed commercial development located on Vacant Lands (VL) on the north side of Tecumseh Road East and the west side of Catherine Street (herein the "Site") in the City of Windsor, Province of Ontario.

The Site, in Ward 8 and within the Forest Glade North Planning Area, is currently vacant.

The Site (subject to this application) is made up of three (3) parcels of land.

The Site will be developed for commercial uses.

It is proposed to construct approximately 24,428 m² of gross floor area over two commercial locations.

All proposed buildings will be one-storey in height.

On-site parking is provided.

Accesses are proposed from Tecumseh Road East and Catherine Street.

Pre-consultation (stage 1) was completed by the Applicant (City File # PC-063/23). Comments dated January 11, 2024, were received and have been incorporated into this PRR.

Pre-submission (stage 2) was completed by the Applicant (City File # PC-090/24). Comments dated September 20, 2024, were received and have been incorporated into this PRR.

A site-specific Official Plan Amendment (OPA) and site-specific Zoning By-law Amendment (ZBA) are required in support of the proposed development, in addition to requested support studies.

Once the OPA and ZBA applications have been approved, the Applicant will proceed with a consent application to sever and reconfigure the Site into a total of three (3) parcels of land along with any required easements.

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 commercial development is suitable, 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 in Ward 8 and within the Forest Glade North Planning Area.

The Site (subject to this application) is made up of three (3) parcels of land located on the north side of Tecumseh Road East, between Jefferson Street and Lauzon Parkway and on the west side of Catherine Street (see the area in red on Figure 1 – Site Location).

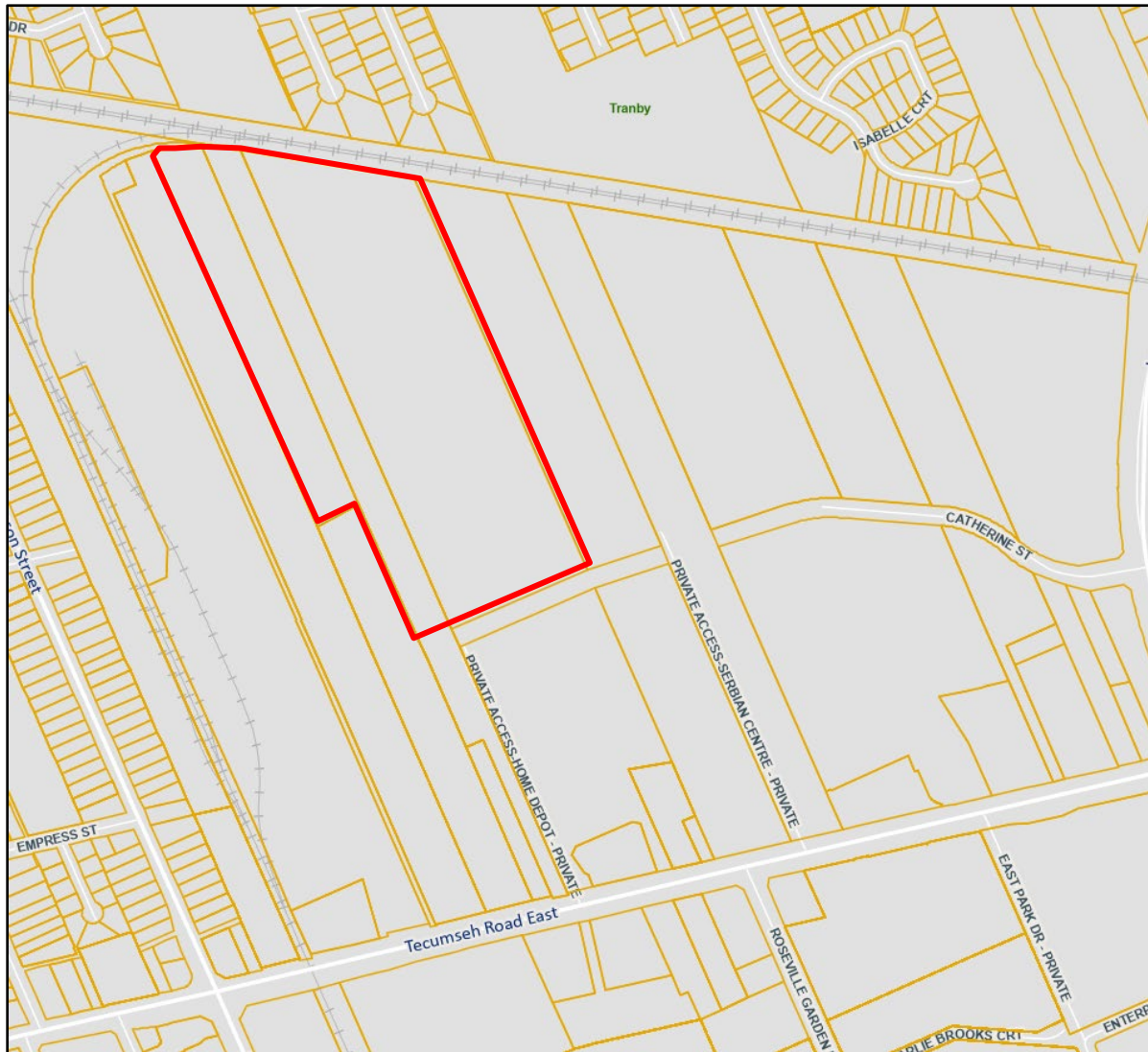


Figure 1 – Site Location (Source: City of Windsor GIS)

The Site is currently vacant and will be consolidated and reconfigured into three (3) parcels of land.

Rock Developments East Windsor Inc. will purchase the lands from the current owners.

The current ownership, address and legal description is as follows:

Municipal Address	ARN	Legal Description	PIN	Ownership	Purchase Status
6412 Tecumseh Rd E	070- 680- 00700	PT LT 119 CON 1 SANDWICH EAST AS IN R323787 EXCEPT THE EASEMENT THEREIN; WINDSOR	01585- 0095	GEM PROPERTIES INC.	APS
6560 Tecumseh Rd E	070- 680- 00900	PT LT 120 CON 1 SANDWICH EAST PT 1, 12R2505; S/T EASE OVER PT 1 ON PLAN OF EXPROPRIATION CE411207; CITY OF WINDSOR	01585- 0105	GEM PROPERTIES INC.	APS
0 Catherine St	070- 680- 01110	PT LTS 120,121 CON 1 SANDWICH EAST AS PTS 1,2,3,4 12R21709; S/T EASE OVER PTS 2,3,4 12R21709 AS IN CE122412; WINDSOR	01585- 0330	803119 ONTARIO INC. Previously known as THE HEARN GROUP INC.	APS

2.2 Physical Features of the Site

2.2.1 Size and Site Dimension

The Site, subject to development, has a total area of approximately 14.6 ha with various frontages along Tecumseh Road East (25 m) and Catherine Street (22 m).

2.2.2 Existing Structures and Previous Use

The Site subject to the proposed development is currently vacant.

Past use includes agriculture and vacant land.

2.2.3 Vegetation and Soil

The property currently has farmland, mown lawn and scattered trees.

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

2.2.4 Topography and Drainage

The Site is relatively flat.

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

The Site is within the Little River subwatershed area.

The Hawkins Drain flows east to the Little River Municipal drain with an eventual outfall at the Detroit River.

A portion of the Site is within a Source Water Protection Area, Event Based Area (EBA).

2.2.5 Other Physical Features

There is a Via Rail Canada Inc. rail corridor to the north of the Site.

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.

Fire hydrants are provided close to the Site.

Tecumseh Road East is classified as a Class 1 arterial road.

Catherine Street abuts the lands to the east and is a collector road.

Streetlights and sidewalks are located along Tecumseh Road East.

The Site has access to transit with the closest bus stop located along Tecumseh Road East at Walmart (Stop ID 1172, Buses 1C, 4 and 418X).

The Site is located close to major transportation corridors, including Lauzon Parkway and the EC Row Expressway.

2.2.7 Nearby Amenities

There are several schools, libraries, parks and recreation opportunities in close proximity to the Site.

The Site is close to existing residential uses.

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

2.3 Surrounding Land Uses

Overall, the Site is located in an existing built up area of the City of Windsor.

The character of the area is primarily commercial, including Walmart, Home Depot, Staples, Serbian Centre, etc.

The Site is located immediately north of the existing Home Depot.

A site visit and photos were taken on March 26, 2024, by Pillon Abbs Inc.

North – The lands north of the Site, are used for rail, farmland, and residential (see Photo 1 – North).



Photo 1 – North

South – The lands south of the Site are used for commercial (see Photo 2 - South).



Photo 2 – South

East—The lands east of the Site are used for farmland and commercial purposes, including the Serbian Centre and Walmart Supercentre (see Photo 3—East).



Photo 3 – East

West – The lands west of the Site are used for commercial (see Photo 4 - West).



Photo 4 – West

3.0 PROPOSAL AND CONSULTATION

3.1 Development Proposal

The Site, in Ward 8 and within the Forest Glade North Planning Area, is currently vacant.

The Site is currently vacant and made up of three (3) parcels of land.

The Site will be consolidated and reconfigured into three (3) parcels of land.

The Site will be developed for commercial uses.

Commercial uses will include retail, fuel stations, restaurants, etc.

Sensitive land uses, including child care centres and tourist homes, will not be included in the list of permitted uses.

A concept plan was prepared (see Figure 2a – Concept Plan).

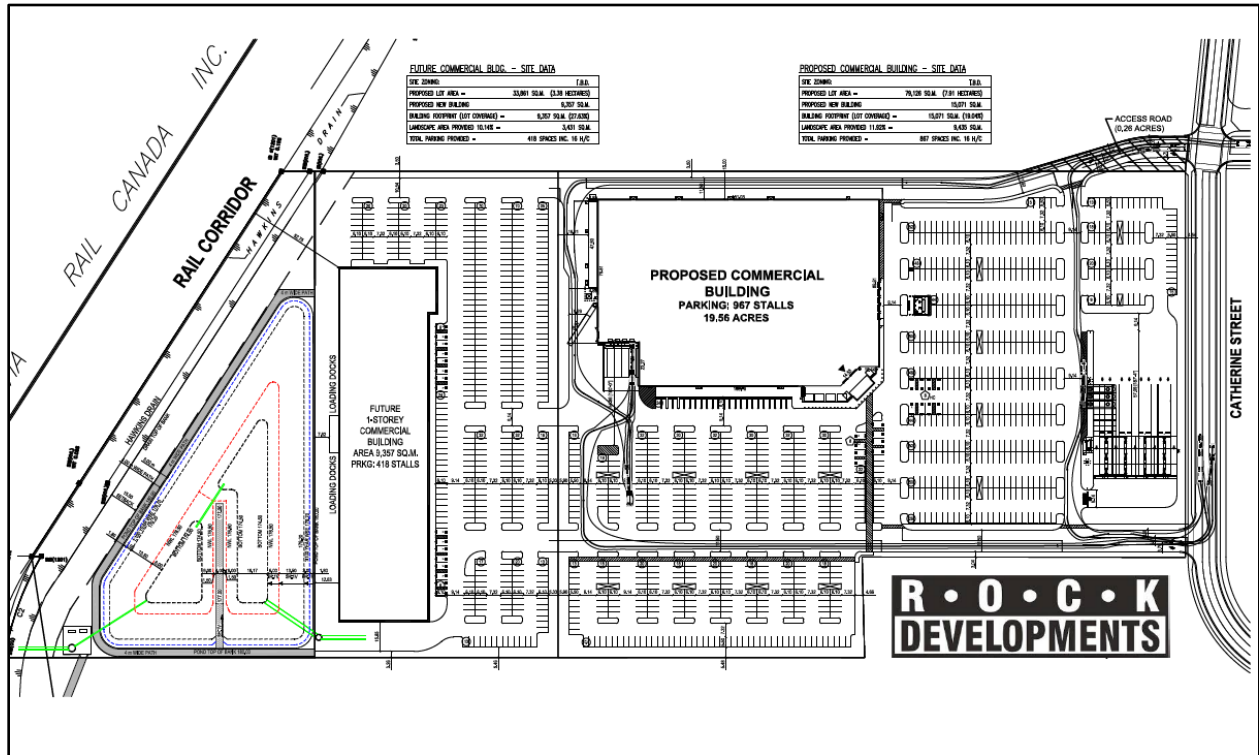


Figure 2a – Concept Plan

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

It is proposed to construct approximately 24,428 m² of gross floor area over two commercial locations.

A total of two commercial buildings are proposed, in addition to a gas bar.

The buildings will be constructed in phases. A 15,071 m² building with a gas bar will be constructed as the first phase (current) and a 9,537 m² will be constructed as the second phase (future).

Buildings will be constructed slab-on-grade.

All proposed buildings will be one-storey in height.

A conceptual elevation has been prepared for the current commercial building (see Figure 2b – Elevations)

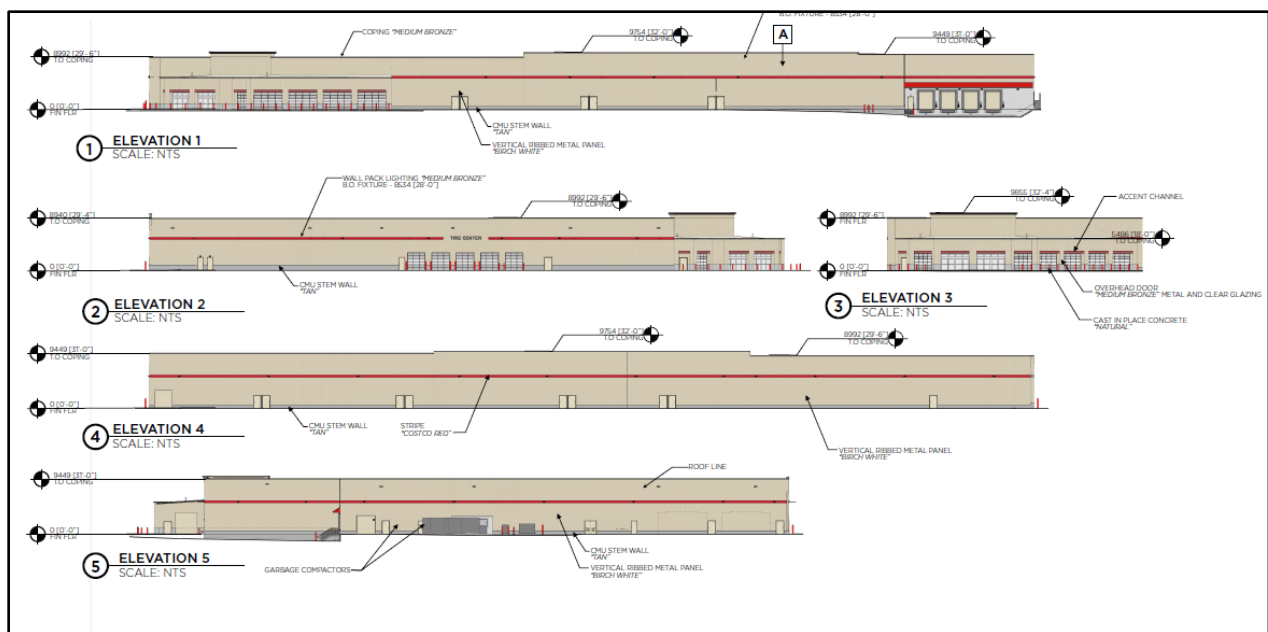


Figure 2b – Elevations

The elevations are only conceptual in order to illustrate what a commercial building may look like from the ground.

On-site parking is provided for a total of 1,385 spaces, including barrier free parking spaces. A total of 967 spaces are proposed for the current building, and 418 are proposed for the future building.

Accesses are proposed from Tecumseh Road East and Catherine Street.

New roadway connections will be created and conveyed to the City. The new roadways include two (2) proposed extensions and one (1) future road extension. One of Rose-Ville Garden Drive

to the south, one of Catherine Street to the east and the future extension from the Site to Tecumseh Road East.

The refuse from the commercial uses will be located on-site.

A fire route will be provided.

Loading spaces (loading docks) and cart return areas will be provided.

Bicycle parking will be provided.

The Site will be professionally landscaped with pedestrian connections from the building to the parking area and municipal right-of-way.

Fencing may be provided.

Full municipal services are proposed.

A new stormwater management facility will be constructed and conveyed to the City.

A Forest Glade North Servicing Master Plan (Environmental Assessment Act (EAA)) is currently underway in order to obtain approval for the extension of roads and infrastructure.

Development is anticipated to be completed in 2025 for the current phase.

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 in-person public open house was held for area residents (200 m radius) and property owners on Tuesday, July 23, 2024, from 6:00 pm to 7:00 pm at the Serbian Centre.

A total of 106 notices were mailed out by the Applicant.

The purpose of the open house was to provide members of the public with opportunities to review, obtain information and comment on the proposed development.

In addition to the City of Windsor Staff, Councillors and the Applicant's team, a total of 17 residents signed in.

Emails and phone calls were also received.

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

Topic Item	Comments and Questions	Response
Traffic	Lack of alternative transportation in the conceptual plan. Traffic in the area is a concern.	Subject to recommendations set out in the TIS.
Access	Rose-ville Garden Drive should follow the lot line	Subject to recommendations set out in the TIS.
Parking	Wasteland of concrete for parking spots. Consider reducing the number of proposed parking spaces.	The minimum parking requirements will comply.
Pedestrians and Cyclist	What facilities are in place for safely walking and biking to the businesses?	Subject to City of Windsor requirements.
New Roads	Do the proposed roads have dedicated bike lanes separated by a concrete barrier from traffic?	Subject to City of Windsor requirements.
Landscaping	I'd like to see the design incorporate areas for greenery, trees, etc.	Landscaping will be provided.
Buffering	Would like to see trees and fencing along the property lines.	Subject to SPC review.
Rail Crossing	Please consider a pedestrian bridge over the rail connecting Realtor Park or Tranby Park to the business parks on Tecumseh.	It would require permits from rail.
Natural Heritage	Protect the vegetation and wildlife.	A biologist has been retained to undertake an assessment of the Site subject to the development.
Lighting	Low level height would be nice.	Lighting is subject to SPC and will follow City guidelines.
Height	Prefer not 3 stories high.	All proposed buildings will be one-storey in height.
Sound/Noise	Potential sound wall or berm at the location of the loading docks near the tracks.	Subject to SPC review.
Loading Docks	Will all buildings have loading docks?	The final design of the buildings has yet to be confirmed.

Topic Item	Comments and Questions	Response
Construction	When will construction commence?	Development is anticipated to be completed in 2025 and may proceed in phases.
Drain	Do not cut grass or trees along the existing drain	Subject to SPC review.
Cost Sharing	Will the cost of the infrastructure be shared with other landowners?	TBD
Expropriation	What is the process?	Subject to the City of Windsor expropriation process.

4.0 APPLICATIONS AND STUDIES

Pre-consultation (stage 1) was completed by the Applicant (City File# PC-063/23). Comments dated January 11, 2024, were received and have been incorporated into this PRR.

Pre-submission (stage 2) was completed by the Applicant (City File # PC-090/24). Comments dated September 20, 2024, were received and have been incorporated into this PRR.

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

The following explains the purpose of the applications and a summary of the support studies required as part of the submission.

4.1 Official Plan Amendment

A site-specific Official Plan Amendment (OPA) is required in support of the proposed development.

The Site is currently designated "Business Park" and "Mixed Use Centre" according to Schedule D: Land Use attached to the OP for the City of Windsor.

The Site is part of the Forest Glade North Secondary Plan and designated "Business Park" and "Mixed Use Centre" according to Volume II, Chapter 6, Schedule FGN-2: Land Use Plan attached to the OP for the City of Windsor.

The OPA for the Site proposes to further amend the land use designation of the "Business Park" to permit commercial use as an additional permitted use.

Commercial uses will include retail, fuel stations, restaurants, etc.

The OPA 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 in support of the proposed development.

According to Maps 10 and 11 attached to the ZBL the Site is currently zoned Commercial District (CD 2.1) and Holding Manufacturing District 1.4 (HMD1.1) category.

The zoning for the Site proposes to be changed to Commercial District 2.1 (CD 2.1 - S.20(1)XXX) category in order to permit the proposed commercial uses in addition to the MD1.4 uses.

The SWM facility will be zoned to Green District 1.5 (GD1.5).

Commercial uses will include retail, fuel stations, restaurants, etc.

Sensitive land uses, including child care centres and tourist homes, will not be included in the list of permitted uses.

Relief from specific regulations is not being requested.

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

4.3 Other Applications

Once the OPA and ZBA applications have been approved, the Applicant will proceed with a consent application to sever and reconfigure the Site into a total of three (3) parcels of land along with any required easements.

Site Plan Control (SPC) application will be required prior to any site alterations and the issuance of a building permit. SPC will include any required fees or securities, lighting, buffering, landscaping, signage, etc.

4.4 Supporting Studies

The following supporting studies have been prepared as part of the OPA and ZBA applications.

4.4.1 Soils and Waste Disposal Site Report

A Phase I Environmental Site Assessment (ESA) was prepared by EXP Services Inc., dated January 18, 2024, and a Phase II Environmental Site Assessment (ESA) was prepared by EXP Services Inc., dated April 11, 2024.

The purpose of the Phase I report was to identify potential sources of environmental concern to the Site. Fill Material of unknown quality was identified. Historic metal products company south adjacent to the Site with known historic impacts from solvents, etc, may have impacted the soil. The report recommended the Phase II assessment.

The purpose of the Phase 2 report was to assess soil quality in the areas of potential environmental concern, which included borehole/monitoring well drilling, soil sampling, and chemical analysis.

It was concluded that the Site does not pose significant environmental concern to the property considering the proposed commercial usage of the Site. It was recommended that material can be left in place, encapsulated beneath the proposed parking lot or proposed structures.

In the event that the fill material is to be removed from the area for Site leveling or the construction of footings, concrete slabs etc., an option would be to berm the material on the north part of the property, near the railway tracks, buried at a depth below 1.5 metres.

A Record of Site Condition (RSC) is not required.

4.4.2 Noise and Vibration Study

It has been determined that a noise and vibration study is not required at this time.

Sensitive land uses including child care centre and tourist home will not be included in the list of permitted uses.

A vibration study will be required as part of SPC approval if any buildings are located within 75 m of the rail corridor.

4.4.3 Servicing

A Functional Servicing Report (FSR) was prepared by Aleo Associated Inc. Consulting Engineers, dated August 9, 2024.

The report was prepared to demonstrate how the proposed commercial development will be serviced for water distribution, wastewater, and storm drainage.

The report is provided to the City of Windsor to assess the impact of this development on the existing infrastructure in reviewing the planning applications for which this report is prepared.

The report concluded that servicing for the development can be provided.

4.4.4 Traffic

A Traffic Impact Study (TIS) was prepared by Paradigm Transportation Solutions Limited, dated October 2024.

The report was prepared to provide an analysis of existing and future traffic conditions.

The report concluded the following:

- existing traffic conditions are operating at acceptable levels of service,
- study area intersections are forecasted to operate at similar levels of service,
- site access points are proposed,
- a future north-south road connection is anticipated to be provided, and
- the study area road system can accommodate traffic over a 20 year period.

The report recommended that the development be considered for approval as proposed.

4.4.5 Biology

A draft Species at Risk Impact Assessment (SARS) and a draft Environmental Evaluation Report (EER) were prepared by Insight Environmental Solutions Inc. dated November 8, 2024.

The purpose of both reports was to assess any natural heritage features and functions on or adjacent to the Site. This involved surveying the existing flora and fauna and associated habitats within the Site.

The reports concluded that the proposed development is not likely to impact any endangered or threatened species or their habitat if mitigation measures are implemented.

Mitigation measures include the following:

- training,
- fencing,
- reporting, and
- machinery maintenance.

The reports will be filed with the Ministry.

4.4.6 Geotechnical

A Geotechnical Investigation was prepared by EXP Services Inc., dated March 15, 2024.

The report was prepared to support the proposed Site development.

Geotechnical comments were provided and recommendations regarding site preparation, excess soil management, excavations, dewatering, foundations, slab-on-grade construction, bedding and backfill, earthquake design considerations, pavement recommendations, and curbs and sidewalks were provided.

4.4.7 Archaeology

A Stage 1 Archaeological Assessment was prepared by Parslow Heritage Consultancy Inc., dated April 24, 2024.

The report was prepared to gather information, review past studies (Golder 2015) and assess the Site subject to the proposed development.

It was concluded that there was potential for archaeological resources, and a Stage 2 assessment was recommended.

A Stage 2 Archaeological Assessment was prepared by MCM Archaeological Consulting, dated August 22, 2024.

The report was prepared to support the recommendation set out in the Stage 1 assessment. The field assessment was complete.

Engagement with Indigenous communities was conducted, including the Caldwell First Nations and Chippewas of the Thames First Nation.

It was concluded that there were no archaeological materials, and no archaeological sites identified. No further archaeological assessment is required.

Both reports have been submitted to the Ministry.

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. Commercial 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
	<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>employment to meet long-term needs.</p>
<p>2.3.1.1 – Settlement Areas</p>	<p>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.</p>	<p>The Site is located in an existing settlement area of the City of Windsor, which is where growth should occur.</p>
<p>2.3.1.2</p>	<p>Land use patterns within settlement areas should be based on densities and a mix of land uses which:</p> <p>a) efficiently use land and resources;</p> <p>b) optimize existing and planned infrastructure and public service facilities;</p>	<p>The proposed development promotes an efficient development and land use pattern as it uses an existing vacant parcel of land within a settlement area.</p> <p>The Site has access to full municipal infrastructure and close to nearby public service facilities which will support live, work and play.</p>
<p>2.8.1.1 - Employment</p>	<p>Planning authorities shall promote economic development and competitiveness by:</p> <p>a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;</p> <p>b) providing opportunities for a diversified economic base, including maintaining a range</p>	<p>The proposed development offers a new employment opportunity.</p> <p>There is a need for commercial uses in this area of the City.</p> <p>The proposed development will be suitable for the Site.</p>

PPS Policy #	Policy	Response
	<p>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 will be 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>There are no sensitive land uses that immediately abut the Site.</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 long term economic viability of employment uses within existing or planned employment areas,</p>	<p>The proposed development is appropriate for Site and does not cause any noise, dust, or vibration.</p>

PPS Policy #	Policy	Response
	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 and Secondary Plan for Business Park use. The addition of commercial uses to the designation will provide for more employment opportunities.
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 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 development is appropriate for Site and will 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.	The proposed development can proceed with municipal services if required.
3.6.8	Planning for stormwater management shall: 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; b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;	A storm water management facility is proposed.
4.1.1 – Natural Heritage	Natural features and areas shall be protected for the long term.	Various environmental studies have been conducted. The Ministry has been contacted regarding species at risk, and that mitigation measures will be a condition of SPC.
4.2.1 - Water	Planning authorities shall protect, improve or restore the quality and quantity of water by: a) using the watershed as the ecologically meaningful scale for integrated and long-term planning, which can be a foundation for considering	A portion of the Site is outside the regulated area of ERCA. Permits will be obtained, if required.

PPS Policy #	Policy	Response
	cumulative impacts of development; minimizing potential	
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. The required support studies have been completed.
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. A portion of the Site is outside the regulated area of ERCA. Permits will be obtained, if required.

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 currently designated "Business Park" and "Mixed Use Centre" according to Schedule D: Land Use attached to the OP for the City of Windsor (see Figure 3a – City of Windsor OP, Schedule D).

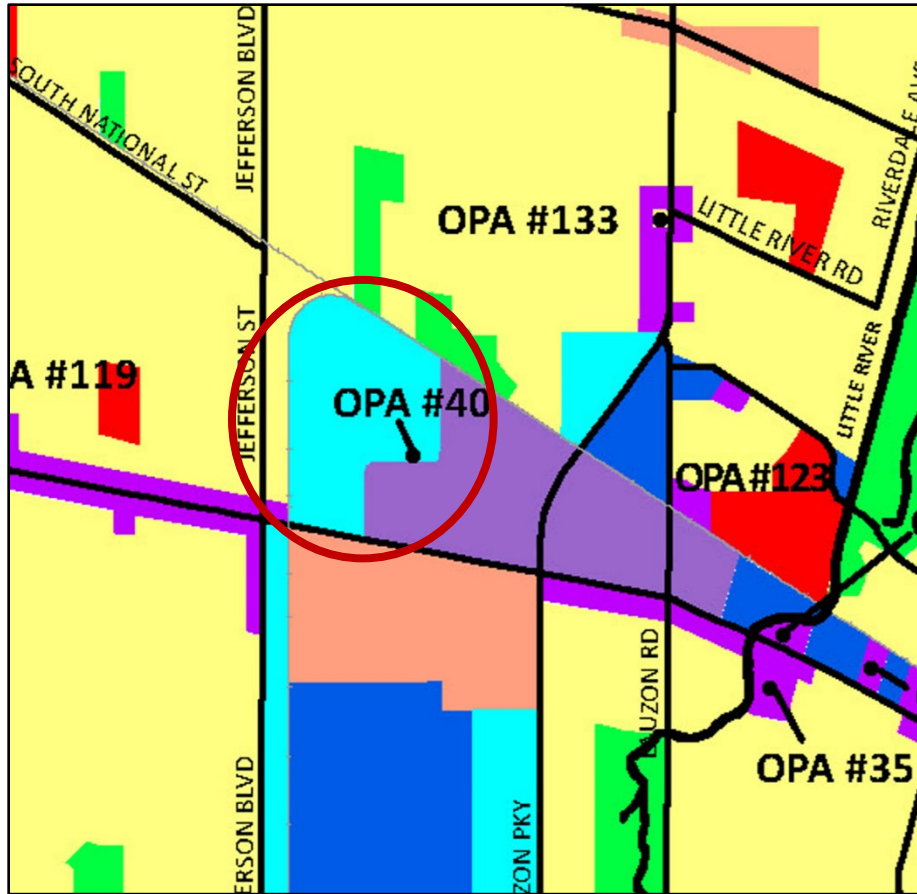


Figure 3a – City of Windsor OP, Schedule D

The Site is part of the Forest Glade North Secondary Plan and designated “Business Park” and “Mixed Use Centre” according to Volume II, Chapter 6, Schedule FGN-2: Land Use Plan attached to the OP for the City of Windsor (see Figure 3b – City of Windsor OP, Schedule FGN-2).

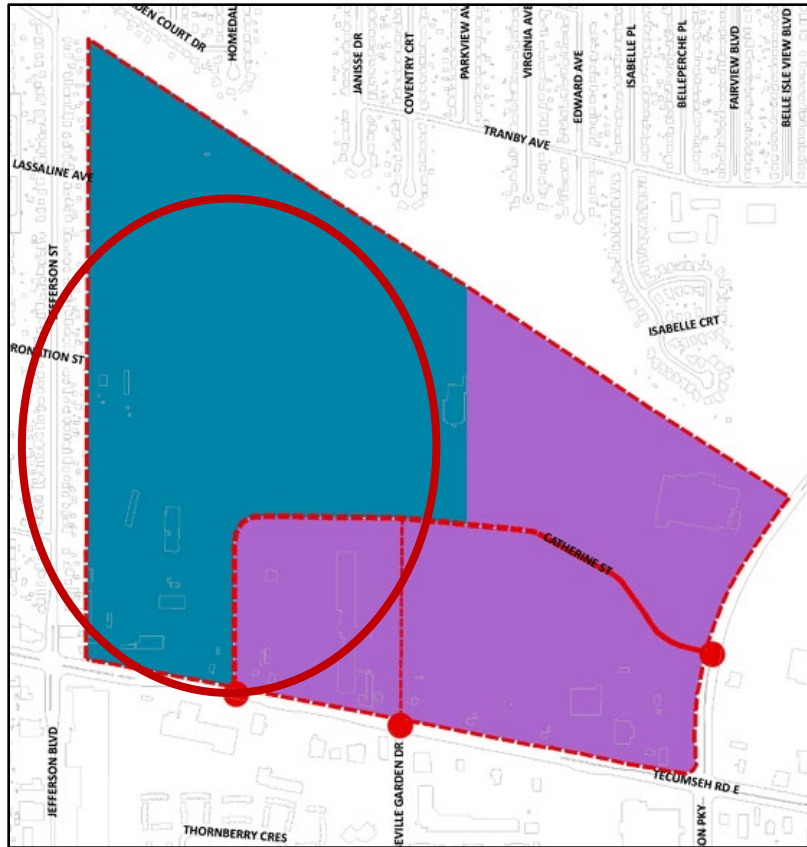


Figure 3b – City of Windsor OP, Schedule FGN-2

The Site is also impacted by the following:

- Schedule C: Development Constraint Areas - Known or Suspected Waste Disposal Sites; Environmental Policy Area B
- Schedule C-1: Archaeological Potential – “Archaeological Potential Zone (APZ)” - as revised by OPA 181 (2024 Windsor Archaeological Management Plan)
- Schedule F: Roads & Bikeways – Tecumseh Road East is a Class II Arterial
- Schedule F-1: Railways – Rail Corridor located to the north; Railyard located to the west
- Schedule G: Civic Image – Tecumseh Road East designated as a “Civic Way”
- Schedule FGN-3: Development Constraints – Environmental Policy Area B, Rail Yard; 75.0 m and 300.0 m Zone of Influence located on Subject Lands

The OPA for the Site proposes to further amend the land use designation of the "Business Park" to permit commercial use as an additional permitted use.

Commercial uses will include retail, fuel stations, restaurants, etc.

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

OP Policy #	Policy	Response
3.1	<p>The planning of Windsor's future is guided by the following vision taken from Dream Dare Do – The City of Windsor Community Strategic Plan:</p> <p>"Windsor is a quality city full of history and potential, with a diverse culture, a durable economy, and a healthy environment where citizens share a strong sense of belonging and a collective pride of place."</p>	<p>The proposed development will support the City's economy by providing a new commercial development in an existing built-up area.</p> <p>The surrounding area is primarily commercial.</p>
4.0 – Healthy Community	<p>The implementing healthy community policies are interwoven throughout the remainder of the Plan, particularly within the Environment, Land Use, Infrastructure and Urban Design chapters, to ensure their consideration and application as a part of the planning process.</p>	<p>The proposed development will support the City's goal of promoting a healthy community in order to live, work and play.</p> <p>The proposed development is close to nearby transit, employment, shopping, local/regional amenities and parks/trails.</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 the commercial needs of the City.</p>

OP Policy #	Policy	Response
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>6.1.5 Convenient and viable areas for the purchase and sale of goods and services.</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 vacant parcel of land.</p> <p>The proposed commercial use will provide employment opportunities in an existing built-up area.</p> <p>The proposed commercial use is compatible with other land uses.</p> <p>The commercial units will offer a convenient retail opportunity that will cater to the residents of the area.</p> <p>The Site will be pedestrian-friendly, with access to nearby transit.</p>
6.4 – Employment Objectives	<p>The following objectives and policies establish the framework for development decisions in Employment areas.</p> <p>6.4.1.1 To ensure Windsor continues to be an attractive place to establish businesses and locate employees.</p> <p>6.4.1.2 To expand Windsor's assessment base by attracting employers and economic development</p> <p>6.4.1.3 To ensure that employment uses are developed in a manner which are compatible with other land uses.</p>	<p>The proposed development will expand the existing commercial area.</p> <p>The Site is underutilized and will bring more people to the area to support other commercial uses.</p> <p>Development will be in a manner that is compatible with its surroundings. The Site is located in an existing commercial area. Any sensitive lands uses will be respected.</p> <p>The proposed development will provide for new employment activities.</p>

OP Policy #	Policy	Response
	<p>6.4.1.4 To accommodate a full range of employment activities in Windsor.</p> <p>6.4.1.5 To enhance the quality of employment areas by providing for complementary services and amenities.</p> <p>6.4.1.6 To locate employment activities in areas which have sufficient and convenient access to all modes of transportation.</p> <p>6.4.1.8 To ensure that adequate infrastructure services are provided to employment areas.</p>	<p>The proposed commercial uses will be complementary to the existing uses in the area.</p> <p>The Site is located near major transportation corridors and transit.</p>
6.4.2.2 – General Policies	Council shall encourage businesses and industries to locate and expand in Windsor.	The proposed use is commercial and is a welcomed addition to the area.
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.	<p>All development will be subject to SPC.</p> <p>SPC will include any required fees or securities, lighting, buffering, landscaping, signage, etc.</p>
6.4.2.7 – Areas in Transition	Council may support the redevelopment of older and/or abandoned Industrial or Business Park areas to other land uses provided: (a) the proponent can demonstrate that: (i) the redevelopment of the area would not be detrimental to other Industrial or Business Park uses still operating in the area; and (ii) the redevelopment of the area is in keeping with the long term transition of the entire area to similar uses; (b) the	<p>It is unlikely that the Site will be developed for manufacturing.</p> <p>It is appropriate for the land use to change to commercial uses to support the existing built-up area along Tecumseh Road East.</p> <p>Development will support the long-term transition of the area.</p> <p>There are no environmental concerns.</p>

OP Policy #	Policy	Response
	environmental conditions of the site do not preclude development; and (c) subject to an amendment to this Plan that is consistent with the appropriate policies for the desired land use.	The OPA will address adding commercial uses to the Business Park designation, as additional uses.
6.4.2.8 – High Quality Design	Council shall require a high standard of architectural and landscape design for Industrial and Business Park designations adjacent to the Highway 401 corridor given its visibility along an international gateway, in accordance with the Urban Design chapter of this Plan.	The proposed development will be constructed with high standards.
6.4.4.1 – Business Park Policies (permitted uses)	Uses permitted in the Business Park land use designation include: (a) establishments devoted to research, development and information processing, offices, services, industrial research and/or training facilities, communication, production uses, printing and publishing; and (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.	Business Park uses will remain. The OPA for the Site proposes to further amend the land use designation to permit commercial use as an additional permitted use. Commercial uses will include retail, fuel stations, and restaurants.
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:	Business Park ancillary uses will remain.

OP Policy #	Policy	Response
	<p>(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;</p> <p>(c) hotels or motels, provided that they meet all of the following criteria: (i) they are located adjacent to a Controlled Access Highway, Class I or Class II Arterial Road or Class I Collector Road; (ii) they are located at, or near, the periphery of a Business Park; (iii) the proponent demonstrates to the satisfaction of the Municipality that any market impacts on other commercial areas is acceptable (see Procedures chapter); and (iv) the evaluation criteria established in policy 6.5.3.7.</p> <p>(d) retail sale of goods produced on-site by a permitted use provided that such retail space does not exceed 20% of the gross floor area of the main use. This limitation may be reduced or eliminated by Council having given consideration to the following: (i) the evaluation criteria established in policy 6.5.3.7; and (ii) the proponent demonstrates to the satisfaction of the Municipality that any market</p>	

OP Policy #	Policy	Response
	<p>impacts on other commercial areas is acceptable.</p> <p>(f) Clubs, health studios.</p>	
6.4.4.3 – Locational Criteria	<p>Business Park development shall be located where: (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>Buffering from nearby residential uses can be provided. This can include landscaping, fencing and setbacks.</p> <p>The Site has access to a Class 1 Road (Tecumseh Road East).</p> <p>Full municipal services are available.</p> <p>Traffic (current and future) has been assessed as part of the TIS. New roads are proposed. The Site has access to transit.</p> <p>Trucks can access the site for deliveries.</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: (a) feasible having regard to the other provisions of this Plan, provincial legislation, policies and appropriate guidelines and support studies for uses: (i) within or adjacent to any area identified on Schedule C: Development Constraint Areas and described in the Environment chapter of this Plan; (ii) 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</p>	<p>This PRR has addressed the PPS in Section 5.1.1.</p> <p>There are no development constraints that impact this Site.</p> <p>There will not be any nuisances created by the proposed development.</p> <p>A soil study has been prepared to address any potential contamination.</p> <p>Traffic has been addressed current and future operations.</p> <p>There are no cultural heritage concerns that impact this Site.</p>

OP Policy #	Policy	Response
	<p>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 is part of the Forest Glade North Secondary Plan</p> <p>Full municipal services are available.</p> <p>Off street parking is provided (on site).</p> <p>The proposed development is compatible with the surrounding area.</p> <p>The Site is subject to SPC, which will address lighting, signage and landscaping.</p> <p>The Site is generally level, which is conducive to easy vehicular movements.</p>
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)</p>	<p>The proposed buildings are proposed to be 1 storey.</p> <p>Landscaping will be provided.</p> <p>All zoning setbacks can be complied with.</p> <p>Signage will be attractive.</p> <p>Loading areas are provided, away from residential areas.</p> <p>The SWM facility will be located to the north of the Site.</p> <p>New roads are proposed for access to the Site.</p> <p>Pedestrian and cycling access will be provided.</p> <p>Fire routes are provided.</p>

OP Policy #	Policy	Response
	<p>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 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>	<p>There are no anticipated traffic or parking concerns.</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> <p>The Forest Glade North Servicing Master Plan is in progress.</p>

OP Policy #	Policy	Response
6.4.1 - Forest Glade North Secondary Plan (as amended by OPA 159)	It is the intent of the Plan to create a major Mixed Use Node and prestige employment generating business park within the City of Windsor. The development concept for the Planning Area is illustrated on Schedule FGN-2: Land Use Plan. The Planning Area is proposed to consist of residential, commercial and business park type uses, consolidated into larger, comprehensively developed commercial and business park blocks.	Commercial is permitted in the secondary plan area.
	Business Park uses are proposed within the northwestern portion of the Planning Area and are envisioned to consist of office development, light industrial uses and ancillary commercial uses, including restaurants, retail and personal services that serve the needs of the Business Park employees.	Business Park uses will remain. The OPA for the Site proposes to further amend the land use designation to permit commercial use as an additional permitted use. Commercial uses will include retail, fuel stations, restaurants, etc.
	Catherine Street is proposed to extend westerly through the Planning Area and accommodate two north south connections to Tecumseh Road East. The internal road network will be established through the development approvals process.	It is proposed that Catherine Street be extended, westerly. A future connection to Tecumseh Road East is proposed. A new internal road network is proposed.
6.5.1 - Revitalization	Create conditions to encourage development and revitalization of this underutilized area within the City of Windsor.	The Site is underutilized.
6.5.2 – Expand Mixed Use Centre	Expand the existing commercial centre to support	Development in an existing built-up area of the City contributes toward the goal of

OP Policy #	Policy	Response
	a complete community comprised of places to live, work and play as well as offering a full range of goods and services;	'live, work and play' where citizens share a strong sense of belonging and a collective pride of place.
6.5.3 – Employment Opportunities	Create employment opportunities and generate municipal assessments from commercial and employment uses.	The proposed development will create new employment opportunities.
6.5.4 – Efficient Land Use	Promote land use patterns that make efficient use of existing services, resources and infrastructure.	The proposed development promotes efficient development and land use patterns, which sustains the financial well-being of the Municipality.
6.5.5 - Compatibility	Promote land use patterns and building forms that are compatible with adjacent existing and proposed uses.	The proposed development is compatible with the surrounding area.
6.5.7 – Road Network	Develop an appropriate road network to ensure the safety of motorists, cyclists and pedestrians and facilitate effective public transit.	A TIS has been prepared. A new road network is proposed.
6.5.8 - SWM	Encourage a comprehensive approach to stormwater management within the Planning Area.	The proposed development will be serviced by municipal sewer, water and storm, which is the preferred form of servicing for settlement areas. A FSR has been completed and confirmed that services can be provided. The Forest Glade North Servicing Master Plan is in progress.
6.5.9 - Rail	Ensure that land uses adjacent to the rail infrastructure are compatible with railway activity.	It is anticipated that the proposed development will not interfere with the rail infrastructure.
6.6.2 – Business Park Objective	Provide for industrial type uses adjacent to the rail	Business Park uses will remain.

OP Policy #	Policy	Response
	corridors. Provide for office/prestige industrial and ancillary commercial type uses adjacent to the Collector Road and Tecumseh Road East frontage to offer a highly visible “address” and gateway into the Business Park.	<p>The OPA for the Site proposes to further amend the land use designation to permit commercial use as an additional permitted use.</p> <p>Commercial uses will include retail, fuel stations, and restaurants.</p>
6.7.3.1 – Business Park Policies	The Business Park designation on Schedule FGN-2: Land Use Plan shall be subject to the policies contained within Volume I: The Primary Plan and the policies of this Secondary Plan, where applicable. The policies promote high quality office and prestige employment uses within an integrated business park setting.	<p>The proposed development is appropriate for the Site.</p> <p>The Via Rail Canada Inc. rail infrastructure will be protected.</p>
6.7.3.2	Industrial uses are encouraged to locate within the rear portions of the Business Park designation, abutting the rail lines and rail yard.	If future industrial uses are planned, they will be located at the rear.
6.7.3.3	High quality office buildings, prestige industrial uses and ancillary commercial uses are encouraged to locate along Tecumseh Road East and the proposed Class I Collector Road.	<p>The proposed OPA will allow for commercial as an additional permitted use.</p> <p>The Site will have access to Tecumseh Rd E.</p>
6.7.3.4	A particularly high standard of design shall be required for the lands adjacent to Tecumseh Road East, with the objective of creating attractive streetscapes along this important civic way. Buildings shall be located in close proximity to the street in order	<p>The proposed development will be professionally designed.</p> <p>The Site will include pedestrian and cycling connections.</p> <p>Landscaping will be provided.</p>

OP Policy #	Policy	Response
	to promote pedestrian activity, create a defined street edge and screen parking areas. Landscape elements shall assist in creating an enjoyable pedestrian environment, defining the street edge and screening parking areas.	
6.7.3.5	Uses abutting the intersection of Tecumseh Road East and the proposed Class 1 Collector Road shall provide for a highly visible and aesthetic gateway into the Business Park.	The development will be set back from the road, behind other commercial uses.
6.7.3.6 – Ancillary Commercial Uses	Prestige office uses and ancillary commercial uses are envisioned along the Tecumseh Road East frontage, and may include a hotel/convention facility. Ancillary commercial uses along the Tecumseh Road East frontage are only permitted within the Business Park designation where they occupy the ground floor of a multi-storey building, and are subject to the urban design policies contained in Volume 1: The Primary Plan.	Business Park uses will remain. The OPA for the Site proposes to further amend the land use designation to permit commercial use as an additional permitted use. Commercial uses will include retail, fuel stations, and restaurants.

Therefore, the proposed development will conform to the purpose and intent of the City of Windsor OP with the proposed amendment to permit commercial as an additional permitted use.

5.1.3 Zoning By-law

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

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

According to Maps 10 and 11 attached to the ZBL the Site is currently zoned Commercial District (CD 2.1) and Holding Manufacturing District 1.4 (HMD1.1) category (see Figures 4a and 4b – City of Windsor Zoning Map 10 and Map 11).

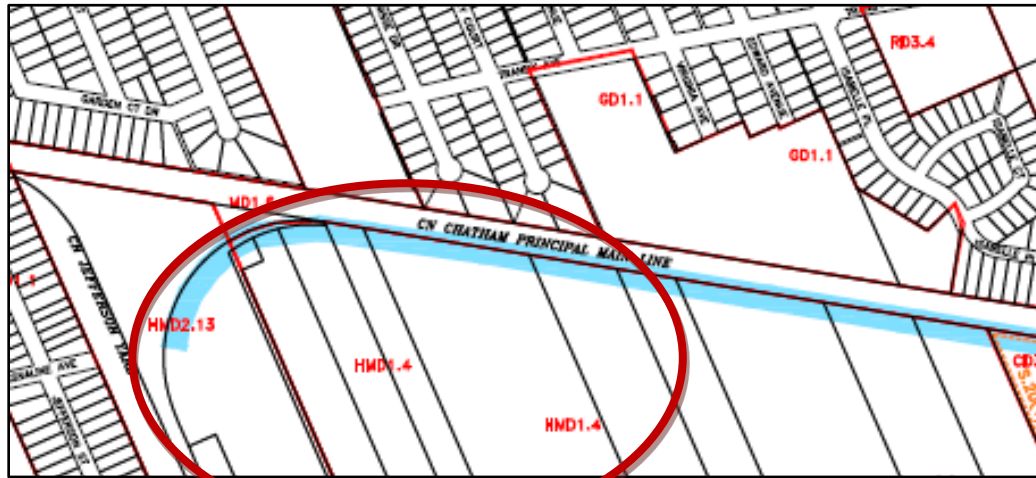


Figure 4a – City of Windsor Zoning Map 10

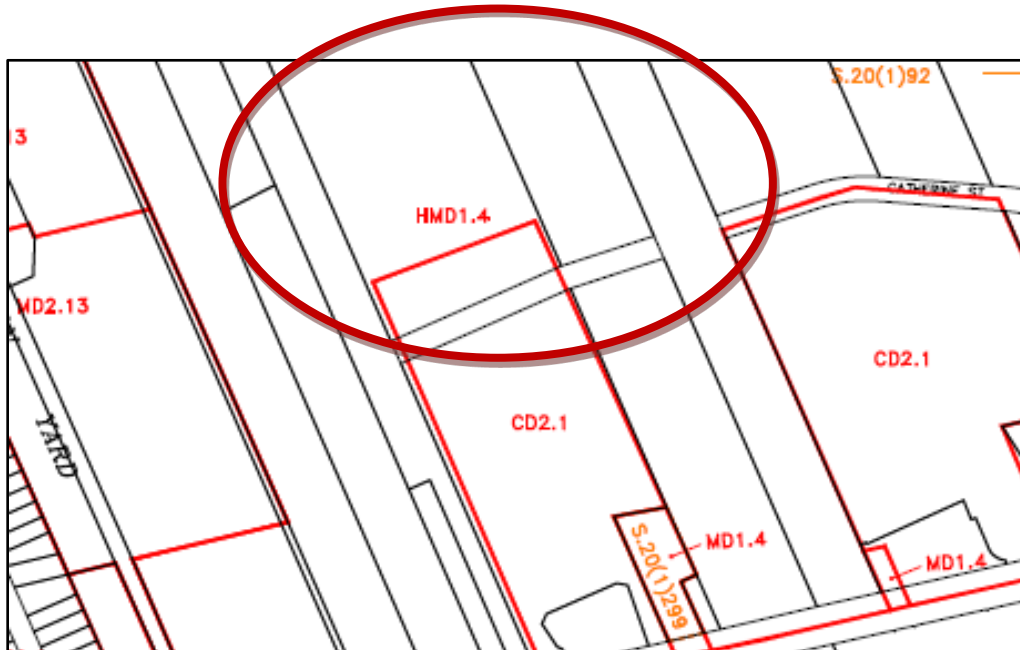


Figure 4b – City of Windsor Zoning Map 11

The zoning for the Site proposes to be changed to Commercial District 2.1 (CD 2.1 - S.20(1)XXX) category in order to permit the proposed development in addition to the MD1.4 uses.

The SWM facility will be zoned to Green District 1.5 (GD1.5).

A review of the CD2.1 zone provisions, as set out in Section 15.1 of the ZBL is as follows:

Zone Regulations	Required CD2.1 Zone	Proposed (retained lands)	Compliance and/or Relief Requested with Justification
Permitted Uses	Bakery Business Office Child Care Centre Commercial School Confectionery Food Outlet - Drive-Through Food Outlet - Take-Out Funeral Establishment Garden Centre Gas Bar Medical Office Micro-Brewery Parking Garage Personal Service Shop Place of Entertainment and Recreation Place of Worship Professional Studio Public Hall Public Parking Area Repair Shop – Light Restaurant Restaurant with Drive-Through Retail Store Temporary Outdoor Vendor's Site Tourist Home Veterinary Office Wholesale Store Existing Automobile Repair Garage Existing Service Station Any use accessory to any of	Uses permitted in the MD1.4 zone. Proposed commercial uses. Commercial uses will include retail, fuel stations, restaurants, etc. Child care centre and tourist home shall not be permitted.	Will comply subject to the ZBA.

Zone Regulations	Required CD2.1 Zone	Proposed (retained lands)	Compliance and/or Relief Requested with Justification
	the preceding uses. An Outdoor Storage Yard is prohibited, save and except, in combination with the following main uses: Garden Centre, Temporary Outdoor Vendor's Site, Existing Automobile Repair Garage.		
Building Height – maximum	14.0 m	9 m (1 storey)	Complies
Gross Floor Area – maximum Bakery or Confectionary	550.0 m ²	N/A	Complies
A Temporary Outdoor Vendor's Site is prohibited in a Business Improvement Area.	N/A	N/A	Complies
Parking Requirements 24.20.5.1	Major Commercial Centre – 1 for each 22.5 m ² GFA (24,428 m ²) = 1,085	Current building – 967 Future building – 418 Total - 1,385 provided	Complies
Accessible Parking Spaces 24.24.1	1,001 or more: Type A – 5 spaces plus 0.5 percent of parking spaces = 69+5=74 Type B – 5.5 spaces plus 0.5 percent of parking spaces = 69+5.5=74	TBD	Shall comply

Zone Regulations	Required CD2.1 Zone	Proposed (retained lands)	Compliance and/or Relief Requested with Justification
	Total = 149		
Bicycle Parking Spaces 24.30.1.1	20 or more: 2 for the first 19 spaces plus 1 for each additional 20 parking spaces Total = 2+68.3=70	TBD	Shall comply
Loading Space	Over 22,500 m ² : 4	TBD	Shall comply
Parking Area Separation 25.5.20	.3 an interior lot line or alley – 0.90 m	TBD	Shall comply

Therefore, the proposed development will comply with all zone provisions set out in the CD2.1 and no site-specific relief is required.

6.0 SUMMARY AND CONCLUSION

6.1 Context and Site Suitability Summary

6.1.1 Site Suitability

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

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

6.1.2 Compatibility of Design

The proposed development is compatible with the surrounding area.

The design of the buildings will address compatibility as part of the SPC approval.

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

Parking, fire route, and landscaping will be provided.

All zone provisions set out in the CD2.1 zone can be complied with.

6.1.3 Good Planning

The proposal represents good planning as it addresses the need for the development of a vacant parcel of land, which contributes to providing employment opportunities in the area.

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

The proposed development will provide commercial use to the area's residents.

The Site is currently underutilized.

6.1.4 Environment Impacts

Various environmental studies have been conducted. The Ministry has been contacted regarding species at risk, and that mitigation measures will be a condition of the SPC.

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/or 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.

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

The proposal does not cause any public health and safety concerns.

The proposal represents a cost-effective development pattern that minimizes land consumption and servicing costs.

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

The Site will not impact any heritage resources.

6.2 Conclusion

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

The proposed development is an appropriate use of an underutilized vacant property and offers economic activity.

This PRR has shown that the proposed development is consistent with the PPS, conforms with the intent and purpose of the City of Windsor OP 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

