

PLANNING RATIONALE REPORT

ZONING BY-LAW AMENDMENT PROPOSED PUBLIC HALL AND MOTEL

7100 Cantelon Drive
City of Windsor, Ontario

November 2, 2024

Prepared by:



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1.0 INTRODUCTION

I have been retained by Bhan Garg (herein the "Applicant") to provide a land use Planning Rationale Report (PRR) in support of a proposed commercial development located on 7100 Cantelon Drive (herein the "Site") in the City of Windsor, Province of Ontario.

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

The Site is made up of one (1) parcel of land.

The Site will be developed for commercial uses.

It is proposed to construct a one-storey public hall with a gross floor area of 1,858 m², a four-storey motel with 71 guest rooms with a gross floor area of 892 m² and on-site parking for 319 spaces.

Access is proposed from Cantelon Drive from a new driveway.

Pre-consultation (stage 1) was completed by the Applicant (City File # PC-074/24). Comments dated July 26, 2024, were received and have been incorporated into this PRR.

Pre-submission (stage 2) was completed by the Applicant (City File # PC-110/24). Comments dated October 16, 2024, were received and have been incorporated into this PRR.

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

Once the ZBA application has been approved, the Applicant will proceed with Site Plan Control (SPC) prior to any site alterations or building permits.

The proposed development may be severed in the future with the required easement for access and services.

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 subject to the proposed development is located in Ward 8 and within the Forest Glade Planning Area.

The Site is currently vacant.

The Site is made up of one (1) irregularly shaped parcel of land.

The Site is located on the north side of Cantelon Drive, between Kew Drive and Lauzon Parkway (see the area in yellow on Figure 1 – Site Location).

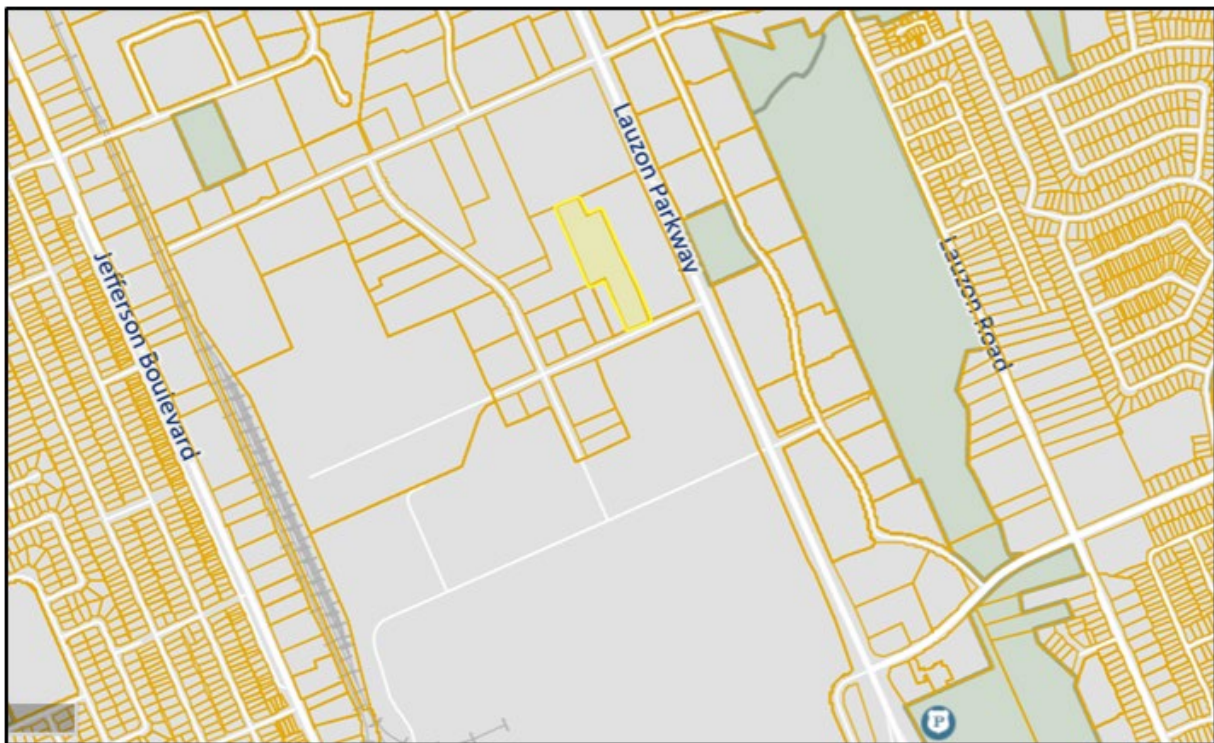


Figure 1 – Site Location (Source: City of Windsor GIS)

Municipal Address	ARN	Legal Description	PIN	Ownership	Purchase Status
7100 Cantelon Drive	070-660-03406	PART BLOCKS E, F & W PLAN 1644 BEING PART 2 ON PLAN 12R28853; CITY OF WINDSOR	01379-0465 (LT)	5021062 ONTARIO INC.	2019

The Applicant intends to purchase the land from 5021062 Ontario Inc.

2.2 Physical Features of the Site

2.2.1 Size and Site Dimension

The entire Site, subject to development, has a total area of 20,944 m² with 53.52 m of frontage along the north side of Cantelon Drive and an irregular depth.

2.2.2 Existing Structures and Previous Use

The Site subject to the proposed development is currently vacant and has no existing buildings or structures.

Past use is unknown.

2.2.3 Vegetation and Soil

There is currently scattered vegetation.

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

2.2.4 Topography and Drainage

The Site is generally level.

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

The Site is within the Little River subwatershed area.

The Site is outside a Source Water Protection Area, Event Based Area (EBA).

2.2.5 Other Physical Features

There is existing fencing along a portion of the Site, owned by others.

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.

Cantelon Drive is classified as a Class II collector road.

Streetlights are located along Cantelon Drive.

There are no sidewalks or bike lanes along Cantelon Drive.

The Site has access to transit, with the closest bus stop located at Cantelon Drive and Lauzon Parkway (Stop ID 1659, Buse 4).

The Site is located close to major transportation corridors, including Lauzon Parkway, which is a Class I Arterial Road.

2.2.7 Nearby Amenities

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

There are existing residential uses nearby.

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 a mix of open space, commercial and industrial.

A site visit and photos were taken on August 12, 2024, by Pillon Abbs Inc.

North – The lands north of the Site are used for manufacturing, including Ventra Assembly (see Photo 1 – North).



Photo 1 – North

South – The lands south of the Site are used for open space with a community garden (see Photo 2 - South).



Photo 2 – South

East—The lands east of the Site are used for a business park, including an office plaza (see Photo 3—East).



Photo 3 – East

West – The lands west of the Site are used for industrial with frontage along Kew Drive and includes Stratus Plastics International and Coco Concrete (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 Planning Area, is currently vacant.

The Site is made up of one (1) parcel of land.

The Site will be developed for commercial uses.

It is proposed to construct a one-storey public hall with 2 multi purpose halls with a gross floor area of 1,858 m2, a four-storey motel with 71 guest rooms with a gross floor area of 892 m2 and on-site parking for 319 spaces.

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

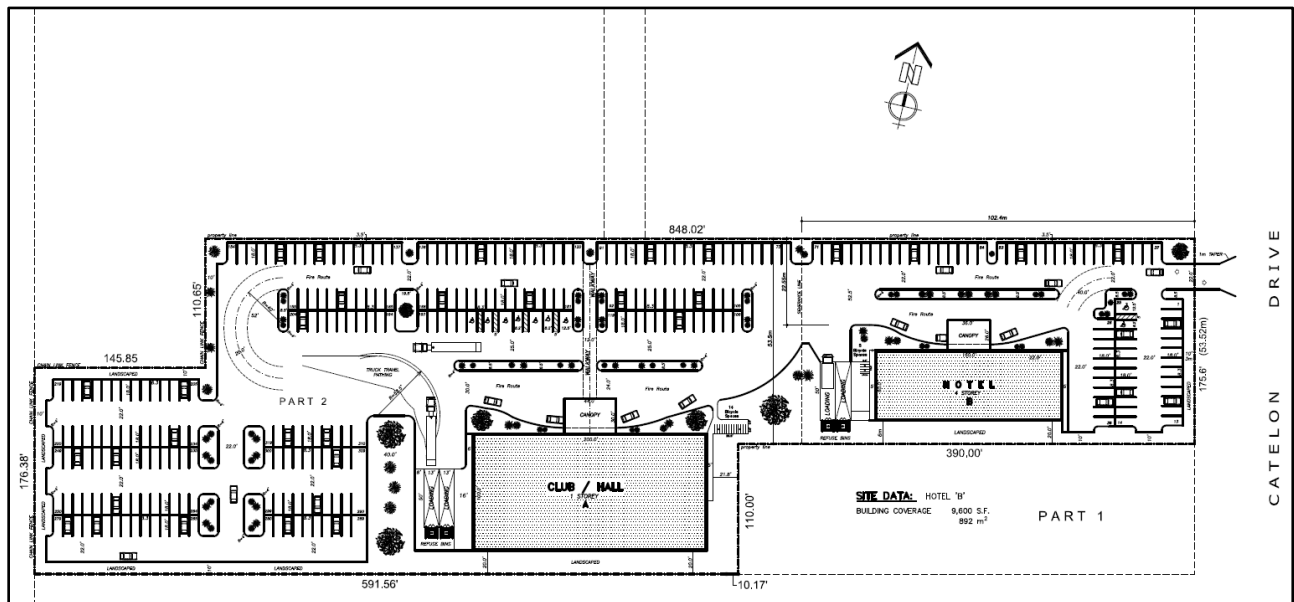


Figure 2a – Concept Plan

The total gross floor area of the buildings proposed is 2,750 m2. The proposed total buildings will have a lot coverage of 13.1 %.

The public hall will include meetings, gatherings, events and conferences. The motel in close proximity to the public hall will allow people to stay close to the venue.

Conceptual elevations have been prepared for the public hall and the motel (see Figure 2b and 2c – Elevations)



Figure 2b – Elevation - Motel



Figure 2c – Elevation – Public Hall

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

Vehicle access to the proposed parking area is proposed from Cantelon Drive. A new driveway is proposed.

Loading spaces and 9 accessible parking spaces are also provided. A total of 19 bicycle spaces are proposed.

The refuse from the proposed buildings will be located on-site.

A fire route will be provided.

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

All exterior paths of travel will meet the requirements of the Accessibility for Ontarians with Disabilities Act (AODA).

Fencing may be provided, subject to SPC.

Full municipal services are proposed.

The proposed development may be severed in the future with the required easement for access and services.

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 for area residents (200 m radius) and property owners on Tuesday, September 17, 2024, from 6:00 pm to 7:00 pm.

A total of 140 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, the Applicant and the Applicant's representatives, a total of 1 area resident/property owner attended the open house.

There were no questions or concerns raised.

4.0 APPLICATIONS AND STUDIES

Pre-consultation (stage 1) was completed by the Applicant (City File # PC-074/24). Comments dated July 26, 2024, were received and have been incorporated into this PRR.

Pre-submission (stage 2) was completed by the Applicant (City File # PC-110/24). Comments dated October 16, 2024, were received and have been incorporated into this PRR.

The proposed development requires an application for a Zoning By-law Amendment (ZBA).

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

4.1 Zoning By-Law Amendment

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

According to Map 15 attached to the ZBL the Site is currently zoned Manufacturing District 1.2 (MD1.2) category.

The Site is also subject to a site specific provision set out in Section 20(1)97, which is requested to be removed.

The zoning for the Site proposes to be changed to Commercial District 3.3 (CD 3.3 - S.20(1)XXX) category in order to permit the proposed development.

Relief from zoning regulations is not being requested.

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

4.2 Other Applications

Once the ZBA application has been approved, the Applicant will proceed with Site Plan Control (SPC) prior to any site alterations or building permits.

SPC will include any required fees or securities, lighting, buffering, landscaping, signage, etc.

A Consent application will be required to severed the Site in the future with the required easement for access and services.

4.3 Supporting Studies

No support studies were required as part of the proposed development.

A parking study was originally listed. However, the concept plan has since been revised in order to comply with the parking provisions set out in the ZBL.

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. Employment 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

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>accommodate for employment to meet long-term needs.</p> <p>The Site was always intended for employment.</p>
2.3.1.1 – Settlement Areas	<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>
2.3.1.2	<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 is close to nearby public service facilities.</p>
2.8.1.1 - Employment	<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>The proposed development offers a new employment opportunity.</p> <p>There is a need that will complement the existing employment uses in the area by providing overnight</p>

PPS Policy #	Policy	Response
	<p>b) providing opportunities for a diversified economic base, 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>accommodation and event space.</p> <p>The proposed development will be suitable for the Site.</p> <p>The proposed development uses the vacant land in an appropriate way and is compact.</p> <p>Infrastructure is provided by the City.</p> <p>The proposed development has been designed to be compatible with the existing built-up area.</p> <p>Landscaping and buffering can be provided, subject to SPC review.</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 residential uses abutting 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</p>	<p>The proposed development is appropriate for the Site and will not cause any concerns with the creation of noise, dust, or vibration.</p>

PPS Policy #	Policy	Response
	possible, minimize and mitigate potential impacts on the long term economic viability of employment uses within existing 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 provide 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 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	The proposed development is appropriate for the Site and does not cause any incompatibility with abutting lands.

PPS Policy #	Policy	Response
	to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.	
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 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;	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.	There are no natural heritage features that impact the Site.
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	The Site is outside the regulated area of ERCA.

PPS Policy #	Policy	Response
	planning, which can be a foundation for considering 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.
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. 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" according to Schedule D: Land Use attached to the OP for the City of Windsor (see Figure 3a – City of Windsor OP, Schedule D).

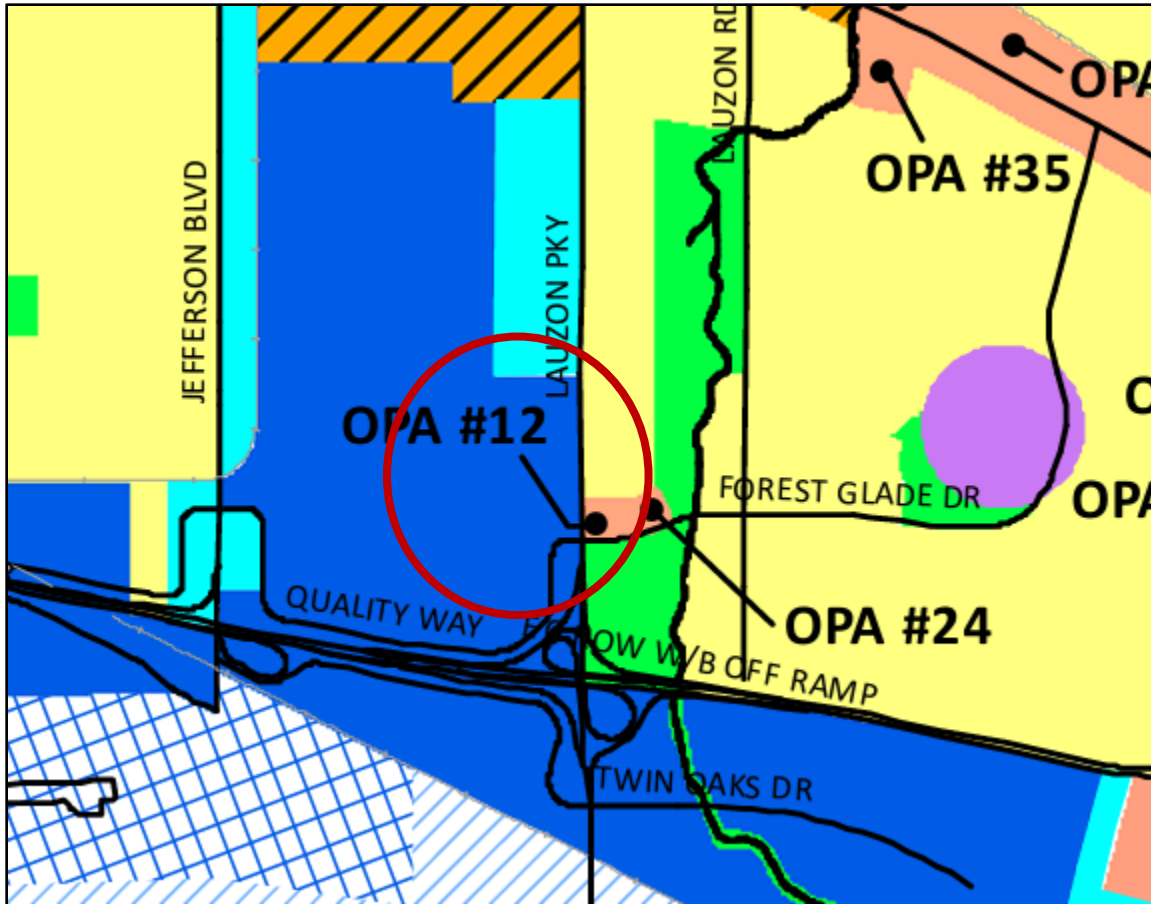


Figure 3a – City of Windsor OP, Schedule D

The Site is also part of the following:

- Schedule B – Greenway System: Meadowbrook Park is located to the east.
- Schedule F – Roads & Bikeways: Lauzon Parkway is designated a Class 1 Arterial; Cantelon Drive is designated a Class II Collector
- Schedule G: Civic Image – Lauzon Parkway is designated as “Civic Way”.

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	The proposed development will support the City's economy by providing a new commercial development in an existing built-up area.

OP Policy #	Policy	Response
	<p>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 surrounding area is primarily commercial with open space and industrial uses nearby.</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>
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>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</p>

OP Policy #	Policy	Response
	<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>opportunities in an existing built-up area.</p> <p>The proposed commercial use is compatible with other land uses.</p> <p>The Site will be pedestrian-friendly, with access to nearby transit.</p>
<p>6.4 – Employment Objectives</p>	<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>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</p>	<p>The proposed development will enhance the existing business park.</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. There are no sensitive lands uses that will need to be respected.</p> <p>The proposed development will provide for new employment activities.</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>

OP Policy #	Policy	Response
	<p>access to all modes of transportation.</p> <p>6.4.1.8 To ensure that adequate infrastructure services are provided to employment areas.</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>
6.4.2.8 – 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)	<p>Uses permitted in the Business Park land use designation include:</p> <p>(a) establishments devoted to research, development and information processing, offices, 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</p>	<p>Business Park uses will remain.</p> <p>Commercial uses will include a public hall and a motel, as ancillary uses.</p>

OP Policy #	Policy	Response
	structure; and (iii) do not require outside storage.	
6.4.4.2 – Ancillary Uses	<p>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:</p> <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</p>	<p>Business Park ancillary uses will remain.</p> <p>The motel will meet the criteria set out in this policy, includes being located on Cantelon Drive, a Class II collector road, near nearby commercial and industrial uses and there is a market.</p> <p>The public hall will include meetings, gatherings, events and conferences. The motel in close proximity to the public hall will allow people to stay close to the venue.</p>

OP Policy #	Policy	Response
	<p>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 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 abutting properties can be provided. This can include landscaping, fencing and setbacks.</p> <p>The Site has access to Lauzon Parkway, a Class I Arterial Road.</p> <p>Full municipal services are available.</p> <p>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</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>There is no anticipated soil contamination.</p> <p>Traffic is not a concern.</p>

OP Policy #	Policy	Response
	<p>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>There are no cultural heritage resources that impact this Site.</p> <p>Full municipal services are available.</p> <p>Off street parking is provided.</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</p>	<p>The proposed buildings are proposed to be 1 storey and 4 storeys.</p> <p>Landscaping will be provided.</p> <p>All zoning setbacks can be complied with. Section 20(1)97 is requested to be removed.</p> <p>Signage will be attractive.</p> <p>Loading areas are provided, away from residential areas.</p> <p>Infrastructure is provided.</p>

OP Policy #	Policy	Response
	<p>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 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>Pedestrian and cycling access will be provided.</p> <p>Fire routes are provided.</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</p>	<p>The proposed development is close to nearby transit, off a major roadway, and has access to full municipal services.</p>

OP Policy #	Policy	Response
	to ensuring that infrastructure is provided in a sustainable, orderly and coordinated fashion.	

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

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 Map 15 attached to the ZBL the Site is currently zoned Manufacturing District 1.2 (MD1.2) category (see Figure 4a – City of Windsor Zoning Map 15).

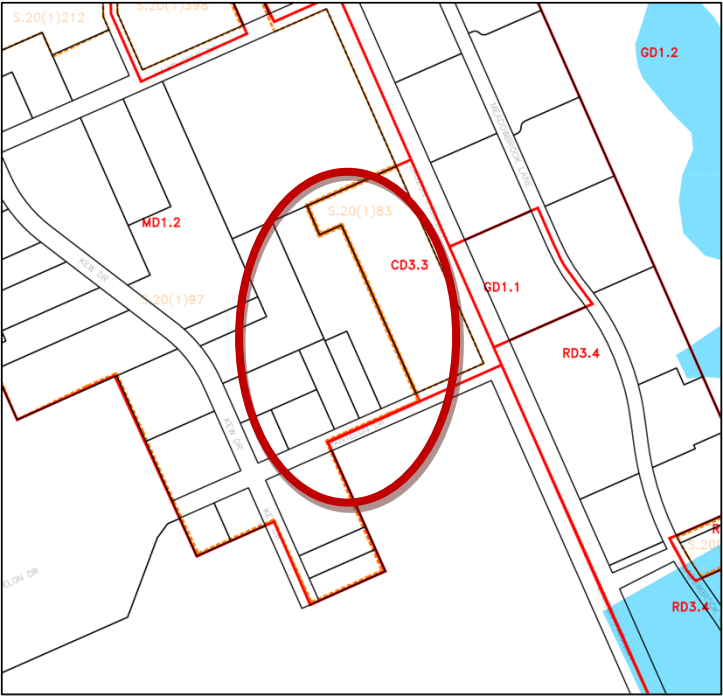


Figure 4a – City of Windsor Zoning Map 15

The Site is also subject to a site specific provision set out in Section 20(1)97, which is requested to be removed.

The zoning for the Site proposes to be changed to Commercial District 3.3 (CD 3.3 - S.20(1)XXX) category in order to permit the proposed development, including a public hall and a motel.

PUBLIC HALL means *a building used as a main use on a temporary basis for scheduled activities, events, functions or gatherings. It may include the consumption of food and beverages and the provision of entertainment. An assembly hall, banquet hall or private hall is a public hall. An entertainment lounge, exhibition hall, place of entertainment and recreation, place of worship, professional studio, restaurant, restaurant with drive-through, or theatre is not a public hall.*

MOTEL means *a hotel.*

HOTEL means *a building used primarily for the sleeping accommodation of the travelling public. It may also include as an accessory use, any of the following: fitness centre; gift shop; health studio; meeting room; newsstand; one dwelling unit; personal service shop; restaurant. A motel is a hotel.*

A review of the CD3.3 zone provisions, as set out in Section 16.3 of the ZBL is as follows:

Zone Regulations	Required CD3.3 Zone	Proposed (severed lands – Club/Hall)	Proposed (retained lands - Hotel)	Compliance and/or Relief Requested with Justification
Permitted Uses	Ambulance Service Automobile Repair Garage Bakery Business Office Child Care Centre Commercial School Confectionery Food Outlet – Drive-Through Food Outlet – Take-Out Funeral Home Garden Centre Gas Bar Hotel Medical Appliance Facility Medical Office Micro-Brewery Parking Garage Personal Service Shop Place of Entertainment	Public Hall	Hotel (Motel)	Will comply subject to the ZBA.

Zone Regulations	Required CD3.3 Zone	Proposed (severed lands – Club/Hall)	Proposed (retained lands - Hotel)	Compliance and/or Relief Requested with Justification
	and Recreation Place Of Worship Print Shop Professional Studio Public Hall Public Parking Area Repair Shop – Light Restaurant Restaurant with Drive-Through Retail Store Service Station Temporary Outdoor Vendor’s Site Veterinary Office Warehouse Wholesale Store Workshop Existing Automobile Collision Shop Existing Industrial Use Existing Motor Vehicle Dealership Any use accessory to any of the above uses. An Outdoor Storage Yard is prohibited, save and except with the following main uses: Ambulance Service, Garden Centre, Temporary Outdoor Vendor’s			

Zone Regulations	Required CD3.3 Zone	Proposed (severed lands – Club/Hall)	Proposed (retained lands - Hotel)	Compliance and/or Relief Requested with Justification
	Site, Existing Automobile Collision Shop, Existing Industrial Use, Existing Motor Vehicle Dealership.			
Building Height – maximum	20.0 m; 14.5 m for any building or structure with in 150 m of a residential district, otherwise no height limit shall apply	Hall – 6.70 m	Motel –11.58 m	Complies
Gross Floor Area – maximum	Bakery or Confectionary - 500.0 m ² Workshop – 200.00%	N/A – no bakery or workshop	N/A – no bakery or workshop	Complies
Other (Section 20(1)97)	A Temporary Outdoor Vendor's Site is prohibited in a Business Improvement Area.	N/A	N/A	Complies
Min front yard depth	9 m; a required front yard shall be maintained exclusively as a landscaped open space yard	>9m	>9m	Complies It is requested that Section 20(1)97 be removed. This requirement is outdated and does not achieve an efficient use of the Site.

Zone Regulations	Required CD3.3 Zone	Proposed (severed lands – Club/Hall)	Proposed (retained lands - Hotel)	Compliance and/or Relief Requested with Justification
Min side yard depth	6 m; Provided that, a min setback of 9 m shall be required for any side yard abutting a street	South side – 6.096 m North side - >6 m	South side – 6 m North side - >6 m	Complies
Min rear yard depth	6 m	> 6m	> 6m	Complies
Min building set back	70 m from Lauzon Parkway	>70 m	>70 m	Complies
Other	An access area may cross a landscaped open space yard	N/A	N/A	Complies
	No off-street loading or truck storage area shall be permitted in any yard abutting Lauzon Parkway	N/A	N/A	Complies
Parking Requirements 24.20.5.1	Public Hall – 1 for each 7.5 m ² GFA = 248 spaces Hotel/Motel - 1 for each guest room AND 1 for each 22.5 m ² GFA used for a restaurant, convention hall, meeting room and other places	248 spaces	71 spaces	Complies

Zone Regulations	Required CD3.3 Zone	Proposed (severed lands – Club/Hall)	Proposed (retained lands - Hotel)	Compliance and/or Relief Requested with Justification
	of assembly = 71 spaces Total combined = 319 spaces			
Accessible Parking Spaces 24.24.1	201 to 1,000: Type A – 0.5 space plus 1 percent of parking spaces 1 space plus 1 percent of parking spaces Total (4 Type A and 5 Type B) = 9	7	2	Complies
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+15.35 = 17.35 (18 rounded up)	14	5	Complies
Loading Space Minimum (non-residential) 24.40.1.9	Over 2,500 m ² to 7,500 m ² = 2	2	2	Complies
Parking Area Separation Minimum 25.5.20.1	.3 an interior lot line or alley – 0.90 m	>0.90 m	>0.90 m	Complies

Zone Regulations	Required CD3.3 Zone	Proposed (severed lands – Club/Hall)	Proposed (retained lands - Hotel)	Compliance and/or Relief Requested with Justification
	.5 A building wall in which is located a main pedestrian entrance facing the parking area – 2.00 m	>2.00 m	>2.00 m	Complies

Therefore, the proposed development will comply with all zone provisions set out in the CD3.3 zone, and no site-specific relief is required.

Further, Section 20(1)97 is requested to be removed.

6.0 SUMMARY AND CONCLUSION

6.1 Context and Site Suitability Summary

6.1.1 Site Suitability

The Site is ideally suited for the development of a public hall and a motel 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 CD3.3 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 would contribute 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.

There are no abutting sensitive land uses.

6.1.4 Environment Impacts

The proposal will not have any negative natural environmental impacts or impacts on endangered species.

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 is not impacted by heritage resources.

6.2 Conclusion

In summary, it would be appropriate for the City of Windsor to approve the 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

